The Hong Kong Daily Press.

No. 8927 號七十二百九千八第 日十初月七年二十緒光 HONGKONG, MONDAY, AUGUST 9TH, 1886. 一拜禮 號九月八英港香 [PRICE $2½ PER MONTH

SHIPPING

ARRIVALS.

August 6, PORT ADELAIDE, British steamer, 1,743, F. West, Nagasaki 1st August, Coal.—SIEMSSEN & Co.

August 7, MARIE, German str., 704, J. Hohlmann, Touron 5th August, General.—WIELER & Co.

August 7, KUTSANG, British steamer, 1,495, Young, Shanghai 3rd August, General.—JARDINE MATHESON & Co.

August 7, POSEIDON, Austro-Hungarian, str., 2,210, G. Doncich, Trieste 22nd June, and Singapore 1st August, General.—AUSTRO-HUNGARIAN LLOYD'S S. N. Co.

August 7, ROMA, German steamer, 1,483, H. Schultz, Hamburg, and Singapore 1st Aug., General.—SIEMSSEN & Co.

August 7, CLIEVEDEN, British str., 1,114, Thos. Gibb, Newchwang 30th July, Beans and General.—SIEMSSEN & Co.

August 7, SALTEE, French steamer, 323, Th. Lorede, Haiphong 3rd August, and Hoihow 5th, General.—A. R. MARTY.

August 7, PRIAM, British steamer, 1,402, S. H. Butler, Foochow 5th August, Tea.—BUTTERFIELD & SWIRE.

August 8, GREYHOUND, British steamer, 227, Thomas, Pakhoi 5th August, via Hoihow and Macao, General.—ADAMSON, BELL & Co.

August 8, ESMERALDA, British steamer, 395, G. A. Tayler, Manila 5th August, General.—RUSSELL & Co.

August 8, GENERAL LEZO, Spanish gunboat, Felix Bastarreche, Manila 4th August.

August 8, FUSHUN, Chinese str., 1,504, Croad, Whampoa 8th August. General.—C. M. S. N. Co.

August 8, DUBURG, German steamer, 921, C. A. Bertelsen, Swatow 7th August, General.—BUN HIN CHAN.

August 8, CARISBROOKE, British steamer 973, R. Cass, Taiwanfoo 4th August, Amoy 5th, and Swatow 7th, General.—DOUGLAS LAPRAIK & Co.

August 8, TANTALLON, British str., 1,310, S. Partrige, Nagasaki 1st August, Coals.—TAKASIMA COLLIERY.

August 8, KWANG-LEE, Chinese steamer, 1,508, Andrew, Shanghai 5th August, General.—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7TH AUGUST.

Marie, German str., for Hoihow.
Alwine, German str., for Haiphong.
Catterthun, British str., for Foochow.
Glenfruin, British str., for Singapore.
Gilsland, British str., for Shanghai.
Fidelio, German str., for Amoy.
Thales, British str., for Swatow.
Diamante, British str., for Amoy.
Elsa, German str., for Amoy.
Tritos, German str., for Saigon.
Oasis, Amr. ship, for Victoria (B.C.)
Smit, German str., for Bangkok.
Xenia, Amr. bark, for Astoria.
Gratitude, British str., for Kuchinotzu.

DEPARTURES.

August 7, FREJR, Danish str., for Haiphong.
August 7, VOLGA, French str., for Japan.
August 7, DEUCALION, British str., for Amoy.
August 7, IRAOUADDY, Fr. str., for Shanghai.
August 7, SMIT, German str., for Bangkok.
August 7, TRITOS, German str., for Saigon.
August 7, DIAMANTE, British str., for Manila.
August 7, GILSLAND, British str., for Shanghai.
August 7, GLENFRUIN, British str., for London.
August 7, TUNGCHOW, Brit. str., for Shanghai.
August 7, ALWINE, German str., for Haiphong.
August 7, FOOKSANG, British str., for Shanghai.
August 7, KUTSANG, British str., for Whampoa.
August 7, MERLIN, British g-b., for Tientsin.
August 8, PRIAM, British str., for London.
August 8, GRATITUDE, Brit. str., for K'notzu.
August 8, ELSA, German str., for Amoy.
August 8, THALES, British str., for Coast Ports.
August 8, CATTERTHUN, Brit. str., for Australia.
August 8, ABBIE CARVER, Amr. bark, for Callao.
August 8, HATTIE N. BANGS, American bktn., for Chefoo.
August 8, PAUL, German bark, for Foochow.
August 8, FIDELIO, German str., for Amoy.
August 8, STRAITS OF GIBRALTAR, British str., for Shanghai.
August 8, MARIE, German str., for Hoihow.
August 8, CLIEVEDEN, Brit. str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Roma*, str., from Hamburg, &c.—Reliefs for H.G.M.S. *Bismarck* and *Nautilus*.

Per *Kutsang*, str., from Shanghai.—Mr. Jurgenson, and 25 Chinese.

Per *Saltee*, str., from Haiphong, &c.—Messrs. Bavier Chauffour, Tratts, Malsch and T. I. Bowler, and 23 Chinese.

Per *Priam*, str., from Foochow.—Mr. McIntyre, and 26 Chinese.

Per *Esmeralda*, str., from Manila.—Messrs. B. Mitjans and G. R. Williamson, and 33 Chinese.

Per *Carisbrooke*, str., from Taiwanfoo, &c.—Mr. Bani, and 125 Chinese.

Per *Kwang-lee*, str., from Shanghai.—H.E. Wang and suite, and 112 Chinese.

DEPARTED.

Per *Volga*, str., for Yokohama.—From Hongkong.—Messrs. Duncan, Kosima, and Otama. From Marseilles.—Messrs. Le Roy, Giraud Remi and Rigoshi. For Hyogo.—From Aden. Mr. Dumonteil Lagreze.

Per *Iraouaddy*, str., for Shanghai.—From Hongkong.—Dr. Aldridge, Messrs. E. Clark, James Russell and European servant, F. N. P. de Graca, G. L. Davis, and E. S. Kadoree. From Marseilles.—Mrs. Caldaroba, Mrs. Belloni, Mr. and Mrs. Morinot, and H.E. J. H. Ferguson.

Per *Fooksang*, str., for Shanghai.—Mr. A. Malcolm.

Per *Glenfruin*, str., for London.—Colonel C. E. Foster and Mr. C. Topping.

Per *Manilla*, str., for Genoa.—Mr. and Mrs. J. A. R. Martins, child and amah, Mr. Jose J. Martins. For Bombay.—1 Native. For Penang.—59 Chinese. For Singapore.—1 Malay, and 121 Chinese.

REPORTS.

The German steamer *Duburg*, from Swatow 7th August, reports had light S.W. winds and fine weather.

The British steamer *Esmeralda*, from Manila 5th August, reports had light to moderate N.W. breezes and fine weather throughout.

The Chinese steamer *Kwang-lee*, from Shanghai 5th August, reports had light variable winds and calms, heavy S.E. swell on the 7th and 8th.

The British steamer *Tantallon*, from Nagasaki 1st August, reports strong S. and S.W. winds to Formosa; very squally weather, light variable winds and calm to port.

The British steamer *Carisbrooke*, from Taiwanfoo 4th, Amoy 5th, and Swatow 7th, reports had S.W. winds and cloudy weather. From Amoy to Swatow had light variable winds and heavy fog. From Swatow to port light westerly wind.

INTIMATIONS.

LANE, CRAWFORD & Co.'s SUMMER DRINKS.

	per 1 doz. Qts.	per 2 doz. Pts.
MEDOC, a pleasant light Claret...	$ 4.00	$ 5.00
HAUT SAUTERNE	$10.50	—
CALIFORNIA WHITE WINE, a refreshing still Hock	$ 3.75	$ 4.75
CALIFORNIA RED WINE, a splendid Breakfast Claret...	$ 3.75	$ 4.75
LAUBENHEIMER	$ 8.00	—
HOCKHEIMER	$10.00	—
CHAMPAGNE, Ayala & Co.'s (L. C. & Co.'s Sole Agents)...	$21.00	$23.00
CHAMPAGNE, A. Collin's (L. C. & Co.'s Sole Agent)...	$16.00	$18.00
CHAMPAGNE, Henri Abelé......	$16.00	
	Per 1 doz. Case.	
BRANDY, Courvoisier's best quality (L. C. & Co. Special Agents)	$14.00	
WHISKEY, (L. C. & Co.'s SPECIAL BLEND "S.B.H." Teacher's Highland Cream).........	$ 8.00	
GIN, Van Hoboken's (L. C. & Co. Sole Agents)—(per Case 15 bottles)	$ 6.00	
VERMOUTH, Noilly Prat's	$ 6.50	
Do. Torino.........	$ 9.00	
LIME JUICE SYRUP (a delicious cooling beverage)—per bottle.........	0.60	
ORANGE JUICE SYRUP (a perfect Summer drink)—per bottle.........	0.70	
LEMON JUICE SYRUP (invigorating and readily mixes with any Aerated waters)—per bottle	0.70	
CHIRETTA TONIC BITTERS (L. C. & Co. Sole Importers)	$ 1.00	

(L. C. & Co.'s WINE LIST sent Post Free to any of the Coast Ports).
LANE, CRAWFORD & Co.
Hongkong, 21st July, 1886. [26

W. BREWER HAS JUST RECEIVED British Colonies and their Resources —3 parts—35 Cents each.
French Art and English Morals, 35 Cts. each
Savory Dishes for Breakfast, Luncheon, and Dinner, 75 Cents.
Landor's Imaginary Conversations, 40 Cents.
Cruise of H. M. S. "Bacchante."
Microbe's Ferments and Moulds.
Army Society, by Winter.
A New Novel by Winter "Pluck."
Manual Training.
Aitchison's Synopsis of Therapeutics.
St. John's Wild Coast of Nippon.
The Queen—a jubilee Memorial.
5,000 New Cheap Literature.
New Collections of Songs—"Famous Songs," "Ideal Songs," "Empress of Song," "Monarch of Song."
Children, their Health & Management, 35 Cts.
Complete Set Dickens' Works in Case.
Music Folios and Rolls.
New Tennis Rackets, Balls, and Shoes.
Very Handsome Photograph Frames.
Large Selection Cabinet Photo Albums.
New Pianos for Hire or Sale, monthly system.
Good second-hand Pianos and Organs.
W. BREWER, Queen's Road. UNDER HONGKONG HOTEL. [25

KELLY & WALSH, LIMITED, HAVE JUST RECEIVED
New Stock of American and English Birthday Cards.
Automatic Copying and Black Lead Pencils.
Hitchcock's Patent Lamps.
Bigot's Japanese Sketches—New Series.
Mrs. Gordon Cummings Wanderings in China.
Clark's History of Astronomy.
Henry George's Protection and Free Trade.
Daudet's Sappho—Illustrated Ed.
An Inglorious Columbus by Vining.
Dixon Kemp's Manual of Yacht and Boat Sailing.
Payne's Business Letter Writer.
Webster's Condensed Dictionary.
Modern English and Japanese Conversations.
Lowell's Corea! the Land of the Morning Calve.
Morse's Japanese Houses and their Surroundings.
Dr. Foote's "Plain Home Talk."
Ruff's Turf Guide, Spring Edition, 1886.
Mackie's Dollars & Sterling Exchange Tables, 2/8 to 3/4.
Henry's "Ling-Nam; travels in interior of China."
Templeton's Workshop Companion.
Thompson's Dynamo-Electric Machinery.
Vary's "Navies of the World."
Geikie's Class Book of Geology.
Penley's Sketching from Nature in Water Colours.
The American Family Cook Book.
KELLY & WALSH, LD., HONGKONG.
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HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on MONDAY, the 23rd instant, at FOUR O'CLOCK IN THE AFTERNOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 23rd instant.

By Order of the Board of Directors,
LOUIS HAUSCHILD, Secretary.
Hongkong, 2nd August, 1883. [1505

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of August current, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1886.

By Order of the Court of Directors.
JOHN WALTER, Acting Chief Manager.
Hongkong, 5th August, 1886. [1525

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from the 14th to the 28th day of August Current (both days inclusive) during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
JOHN WALTER, Acting Chief Manager.
Hongkong, 5th August, 1886. [1526

NOTICE.

WANTED AN ASSISTANT thoroughly acquainted with MARINE UNDERWRITING for an Insurance Company in Singapore.

Apply stating age, experience, and qualification to

A. B.,
No. 10, Collyer Quay,
Singapore.
Singapore, 13th July, 1886. [1448

NOTICE.

THE ADVERTISER, just out from Home where he has for a number of years been connected with the SHIPPING BUSINESS, is desirous of obtaining an Appointment as CLERK, BOOKKEEPER, or any position of trust. Unexceptional references. Out port preferred.

Address,
G. F. H.,
Office of this Paper.
1464]

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. MCIVER, Esq.
Deputy Chairman—M. GROTE, Esq.
J. Bell-Irving, Esq. | H. Hoppius, Esq.
C. D. Bottomley, Esq. | E. R. M. Huntington, Esq.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | Hon. F. D. Sassoon.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.
Hongkong, 11th June, 1886. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER, Acting Chief Manager.
Hongkong, 8th May, 1885. [6

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT, Manager, Hongkong Branch.
Hongkong, 31st May, 1886. [7

NOTICE.

NOTICE is hereby given that Messrs. HEIDSIECK & Co., of Reims, in the Republic of France, have complied with the requirements of Ordinances 16 of 1873 and 8 of 1886, for the Registration in this Colony of all their Marks as applied to bottles of sparkling Wines manufactured by the said HEIDSIECK & Co., and the Corks and Capsules thereof and all Casks and Cases of Wines manufactured by the said HEIDSIECK & Co., and that the same have been duly Registered.

Further it is hereby notified that Messrs. CARLOWITZ & Co. are the Sole Agents of Messrs. HEIDSIECK & COMPANY, in Hongkong, China, Japan, Manila, Siam, the Straits Settlements, and Java, for the sale of all Wines manufactured by them.

Hongkong, 7th August, 1886.
WOTTON & DEACON, Solicitors.
1537]

KOPPS HOTEL, AMOY—KULANGSEW,

Landing at SHON KHO SHAN JETTY,
Best Accommodation for Travellers and Visitors,
FIRST RATE TABLE,
BILLIARDS AND BOWLING-ALLEYS
WINES, LIQUEURS, GERMAN AND ENGLISH BEERS of the Best Qualities and Brands.

The HOTEL is one of the best situated Houses in Kulangsew during the HOT SEASON. [141

SHING LOONG, CANTON, CHINA.

TRADE A BOAT MARK.

PRESERVED GINGER CHOW CHOW FRUITS AND SOY OF THE CHOICEST QUALITY.

The very Finest Sugar is employed in the Manufacture of our Preserves and we guarantee Best Quality.

SHING LOONG. [1484

STANDARD LIFE POLICIES

Of five years standing and upwards may be revived within thirteen months, on payment of a small fine, without Medical Certificate, and in the event of death occurring under a lapsed Policy within these thirteen months, the claim is binding on the Company. The surrender value is from 40 to 45 per cent. of class A premiums paid, and if not claimed remains at credit of parties interested for five years. Policies of less than five years standing can be revived on very liberal terms.

PREMIUMS Moderate. Conditions liberal. Every facility afforded for despatch of business. Proposal Forms on application.

THE BORNEO COMPANY, LIMITED, Agents, Hongkong,
Hongkong, 19th April, 1886. [808—2

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 9th August, 1886, at 10.30 A.M., at Messrs. RUSSELL & Co.'s Godowns Wanchai,
(FOR ACCOUNT OF WHOM IT MAY CONCERN),
Ex BRITISH SHIP "COSMO,"
About 33,689 CASES KEROSINE OIL, "STELLA" BRAND.
All more or less damaged by Sea Water.
TERMS OF SALE.—Cash on delivery.
G. R. LAMMERT, Auctioneer.
Hongkong, 6th August, 1886. [1532

PUBLIC AUCTION.

TO-MORROW,
the 10th August, 1886, at 4 P.M.
TO BE SOLD BY PUBLIC AUCTION, on the Premises, in ONE LOT.

ALL that Valuable Piece or Parcel of GROUND registered in the Land Office as INLAND LOT Number 766 measuring on the North Side thereof 50 feet, on the South Side thereof 50 feet, on the East Side thereof 80 feet, and on the West Side thereof 80 feet, be all the said admeasurements little more or less; and containing an Area of 4,000 square feet and held for the unexpired term of 999 years at a yearly Crown Rent of $61.70.

On the above Piece of Ground is erected the VALUABLE MESSUAGE & BUILDINGS known as Number 225, Queen's Road.

For Further Particulars, apply to
SHARP, JOHNSON, & STOKES, Vendors' Solicitors, Supreme Court House;
or to
H. N. MODY, Auctioneer.
Hongkong, 27th July, 1886. [1465

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
FRIDAY,
the 13th of August, 1886, at NOON, on the Premises.
(UNDER A BILL OF SALE).
The STOCK-IN-TRADE, MACHINERY, TOOLS, &c., &c. of the WING LUNG ENGINEER'S SHOP at Chek Tong Tsui.
ALSO,
A STEAM LAUNCH.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, 5th August, 1886. [1528

AUCTION SALE OF GUN CARRIAGES.

THE Undersigned will Sell by Auction, unless disposed of privately before that date, on
SATURDAY,
the 14th August, 1886, at NOON, at Messrs. SHARP & Co.'s Godowns, Bowrington.
SIX 12-POUNDER ARMSTRONG FIELD GUN CARRIAGES with LIMBERS.
SIXTEEN AMMUNITION WAGGONS with LIMBERS.
FOUR 6-POUNDER FIELD-GUN CARRIAGES with LIMBERS.
FOUR 3-POUNDER GUN CARRIAGES.

The whole of these Carriages are on good serviceable Frames, with strong English-made Wheels and Axles.

TWO CAST-IRON WHEEL-TIRING PLATES.
ANVILS, BENCHES, VICES, LATHE, PATENT ENAMELLED MANGER and HAY RACK.
CHAFF CUTTER, CARRIAGE, GARDEN WATERING PUMP, CAST-IRON COOKING RANGE, SCALES &c., &c., &c.
E. JONES HUGHES,
Hongkong, 4th August, 1886. [1520

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the OFFICIAL ASSIGNEE in Bankruptcy to Offer for Sale,
on
THURSDAY,
the 19th August, 1886, at 11 O'CLOCK A.M., On the Premises, in ONE LOT or otherwise as shall be declared at the time of Sale.
THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES.
Situate at Bowrington and until recently occupied by Messrs. JAMESON & CROKER.

1.—All that Piece or Parcel of GROUND abutting on the North on the Praya and measuring 109 feet and 11 inches, on the South on Inland Lot No. 744 (next hereinafter described) and measuring 101 feet and 2 inches, on the East on a Public Road immediately adjoining the Bowrington Canal and measuring 141 feet and 7 inches, and on the West on a Public Road and measuring 115 feet and 10 inches.

The above Piece of Ground contains 13,021 square feet, is Registerd in the Land Office as MARINE LOT NO. 270, and held for the residue of a term of 999 years at an Annual Crown Rent of $230.00.

2.—All that Piece or Parcel of GROUND abutting on the North on the last mentioned Lot and measuring 101 feet and 2 inches, on the South on Wanchai Road and measuring 100 feet, on the East on a Public Road immediately adjoining the Bowrington Canal and measuring 129 feet, and on the West on a Public Road and measuring 112 feet and 6 inches.

The above Piece of Ground contains 12,075 square feet, is Registered in the Land Office as INLAND LOT No. 764, and held for the residue of a term of 999 years at an Annual Crown Rent of $160.

On the above Pieces of Ground are erected the substantial Buildings, Workshops, and Premises until recently occupied by Messrs. JAMESON & CROKER.

For Further Particulars and Plans, apply to
SHARP, JOHNSON, & STOKES, Solicitors for the Vendor, Supreme Court House;
or to
J. M. ARMSTRONG, Auctioneer.
Hongkong, 4th August, 1886. [1516

PUBLIC AUCTION.

THE Undersigned have received instructions from the MORTGAGEE to Sell by Public Auction, on
THURSDAY,
the 19th August, at NOON, at the NOVELTY IRON WORKS, Praya East, Hongkong unless previously disposed of by private sale.

The VALUABLE PLANT, TOOLS, and MACHINERY comprised in a Bill of Sale dated the 6th February, 1886, and made between JOHN WATT JAMESON and JOHN WILLIAM CROKER of the one part and VICTOR ROQUE of the other part.

Also,
ON ACCOUNT OF THE CONCERNED,
The remaining STOCK-IN-TRADE consisting of BOILERS, CRANES, SHEER LEGS and CHAINS, COPPER PIPES, MUNTZ METAL, TOOL STEEL, IRON RIVETS, BOLTS, FIRE BRICKS, LIGNUM VITÆ, ENGLISH COKE, &c., &c.

ONE STEEL STEAMER 92 feet long, 16 feet beam, 8 feet deep, with Boiler and Corrugated Furnace, also Tandem Compound Surface Condensing Engine, Cylinder 10 by 18 by 18.

ONE TEAKWOOD LAUNCH 56 by 10.6 by 5.6 with Vertical Boiler and Direct Acting Surface Condensing Engine, Cylinder 7½ by 13 by 9.

&c., &c., &c.
CATALOGUES will be issued.
For Further Particulars and Conditions of Sale, apply to
LANE, CRAWFORD & Co., Hongkong.
Hongkong, 26th July, 1886. [1348

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE
THE Steamship
"STRAITS OF GIBRALTAR,"

Captain Dewar, HAVING ARRIVED from above Ports, Consignees of Cargo are hereby requested to SEND IN THEIR BILLS OF LADING FOR COUNTERSIGNATURE by the Undersigned, and to TAKE IMMEDIATE DELIVERY of their Goods from alongside.

Cargo impeding the discharge will be landed at the KOWLOON PIERS, and there stored in Godowns at Consignees' risk and expense.

Optional Cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-DAY, the 6th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 13th inst. will be subject to rent.

All Claims must reach us before 4 P.M. of the 16th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be Countersigned by
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 6th August, 1886. [1538

STEAMSHIP "IRAOUADDY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux, Ex S. S. "YOROUBA," and "EYRIAND DES VERGNES," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (FRIDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 13th instant, at NOON, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 6th August, 1886.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "DEUCALION." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 10th inst., for shipment per steamer "DARDANUS,"
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th August, 1886. [1503

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DEUCALION," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Goods undelivered after the 13th instant, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th August, 1886. [1503

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.
THE Steamship
"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 11th instant.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, 3rd August, 1886. [1515

INTIMATION.

CITY OF MANILA CIGAR STORE.

This Establishment is in constant receipt of the BEST MANILA CIGARS of all BRANDS and MAKES, and GUARANTEES the Genuineness of the Stuff and the Perfection of Manufacture. Sells at Very Moderate Prices, and in case the Cigars are not found satisfactory they CAN BE RETURNED within Six days.

J. M. BASA.
Hongkong, 29th May, 1886. [1089

MONEY TO BE LENT ON MORTGAGE.

Sums varying from $1,000 to $30,000 to be advanced on security of Landed Property in this Colony at Current Rates of Interest.

Apply to
W. X.,
Office of this Paper.
Hongkong, 23rd July, 1886. [914

CUTLER, PALMER & Co.

The well known Wine Shippers to China,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.

"INVALIDS," & AMOROSO, SHERRY.

MANZANILLA SHERRY—very pale & dry

WHITE SEAL SHERRY—very popular in China in consequence of its softness and purity.

These Sherries are also shipped in Jars containing 4 gallons.

"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.

SCOTCH WHISKY—of several sorts, viz:
In square bottles—Napier Johnstone's.
In round bottles—C. P. & Co.'s, "Heart shaped label."
In round bottles—The celebrated Glenlivat

IRISH WHISKY—only the best.

COGNAC—The popular * * * * now necessarily dearer, because of low exchange.

* * * Quality, the next best and not a bad substitue for 4 Star.

* * Quality, of age equal to Henessys and cheaper. [1996

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 26th August, 1885. [35

TO BE LET.

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [39

TO LET.

NO. 13, SHELLEY STREET, Water and Gas laid on. Possession on the 1st July next.

HOUSES or SINGLE ROOM in REDNAXELA TERRACE. Rent Moderate.

Apply to
SECA DA SILVA & Co.,
33, Pottinger Street.
Hongkong, 17th June, 1886. [1202

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
No. 2, PEDDARS HILL.
Nos. 7, 8 & 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [38

TO LET.

EAST HERMITAGE (FURNISHED).
Apply to
A.,
Care of the Office of this Paper.
Hongkong, 29th July, 1886. [1482

TO LET.

NO. 2, DOUGLAS VILLAS, Possession from the 1st July next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st June, 1886. [1106

INTIMATIONS.

ANNONCE LEGALE.

RESIDENCE DE FRANCE A HAIPHONG.

TRIBUNAL DE COMMERCE.

PAR Jugement du vingt-sept Juillet, mil huit cent-quatre-vingt six, le Tribunal a prononcé d'office, la faillite de la raison sociale "O. FELSENBERG ET CIE," commerçants, à Haiphong, et composée des sieurs Octave et Marcel Felsenberg, actuellement en fuite; a fixé provisoirement à ce jour même, la cessation de paiements; a nommé Juge-Commissaire, M. Dervost, pharmacien, et syndic provisoire, M. Bleton, negociant.

Haiphong, le 27 Juillet, 1886,
Le Chancelier,
ADAMOLLE.

LEGAL NOTICE.

FRENCH RESIDENCY, HAIPHONG.

TRIBUNAL OF COMMERCE.

BY Judgment of the 27th day of July, 1886, the Tribunal has adjudged Bankrupt the Firm of O. FELSENBERG AND Co., Merchants, of Haiphong, composed of Messrs. OCTAVE and MARCEL FELSENBERG, who have absconded; has fixed provisionally from this day the suspension of payments; has appointed Judge-Commissaire, M. DERVOST, apothecary, and Syndic Provisoire, M. BLETON, Merchant.

ADAMOLLE, Chancelier.
Haiphong, 27th July, 1886. [1527

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THIS Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at KOWLOON, Land; and Store GENERAL CARGOES, in FIRST CLASS GRANITE GODOWNS at 30 Cents per ton weight or measurement, including SEVEN Days Free Storage:—

Wharfage for Craft under 375 feet...$60.00
" " over 375 feet...$75.00.

and also Undertake the Re-shipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 3 at 8 Cents per package.

FERRY.

One of the Company's Steam Launches will Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to and fro FREE OF CHARGE.

LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00, 1.00 P.M., 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, and 11.30.

LEAVES HONGKONG.

6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30, 11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 11.00, 12.00.

For Further Particulars, &c.,
Apply to
W. KERFOOT HUGHES, Agent,
Pedder's Street.
Hongkong, 6th May, 1886. [952

KEATING'S INSECT POWDER.

BUGS, FLEAS, MOTHS, BEETLES, and all other Insects, are Destroyed by KEATING'S INSECT POWDER, which is quite harmless to Domestic Animals. In exterminating Beetles the success of this Powder is extraordinary, and no one need be troubled by those pests. It is perfectly clean in application. Ask for, and take no other than "KEATING'S POWDER," as imitations are noxious, and fail in giving satisfaction. Sold by all Chemists in Bottles. [922

NOTICE.

FOR the Convenience of Customers' the PRODUCTIONS of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 28th July, 1885. [34

NEW ADVERTISEMENTS.

FROM HAMBURG AND SINGAPORE.
THE Steamship
"ROMA,"

Captain Schultz, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the undersigned, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. TO-DAY.

Cargo remaining undelivered after the 14th inst., will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SIEMSSEN & Co., Agents.
Hongkong, 7th August, 1886. [1541

FOR NEW YORK.

THE 3/3 A II American Ship
"INDIA,"
Bich, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 9th August, 1886. [1546

NEW ADVERTISEMENTS.

TO BE LET.

THE FAMILY RESIDENCE known as BURNSIDE, Robinson Road. Garden, Tennis Lawn, and Fine View.
No. 9, MOSQUE TERRACE.
Nos. 127, 135, and 227, QUEEN'S ROAD EAST.
LINSTEAD & DAVIS.
Hongkong, 9th August, 1886. [1547

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 30th instant, at 4 O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th instant, both days inclusive.

By Order,
W. H. RAY, Secretary.
Hongkong, 9th August, 1886. [1548

NOTICE.

HAVING SOLD my Business to MESSRS. GUIEU FRERES of Shanghai, I thank the Community of Hongkong and Coast Ports for their past favours, and I hope they will continue their Patronage to the New Firm.

F. VINCENOT.

IN reference to the above Notice, we beg to announce the Public and Community of Hongkong and Coast Ports that we will spare nothing to satisfy Old and New Customers.

Shortly we will be able to supply FRENCH BREAD of the Best Quality.

MR. J. ROSSELET will conduct the Business and Sign our Firm per procuration.

GUIEU FRERES,
SUCCESSORS OF F. VINCENOT,
No. 8, Queen's Road Central.
Hongkong, 2nd August, 1886. [1550

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship
"FOKIEN,"
Captain Wyllie, will be despatched for the above Ports TO-DAY, the 9th instant, at THREE P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 7th August, 1886. [1549

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR AMOY.
THE Company's Steamship
"ESMERALDA,"
Captain Tayler, will be despatched for the above Port TO-DAY, the 9th inst., at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 7th August, 1886. [1542

FOR HAMBURG, VIA SUEZ CANAL, AND WILHELMSHAVEN.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, BREMEN, LONDON, AND LIVERPOOL).
THE Steamship
"ROMA,"
Captain H. Schultz, will be despatched for the above Ports, TO-MORROW, the 10th inst., at NOON, instead of as previously notified.
For Freight, apply to
SIEMSSEN & Co., Agents.
Hongkong, 7th August, 1886. [1544

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"JASON,"
Captain Milligan, will be despatched as above TO-MORROW, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th August, 1886. [1379

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Chartered Steamship
"CARISBROOKE,"
Captain Cass, will be despatched for the above Ports on WEDNESDAY, the 11th inst, at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 9th August, 1886. [1545

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship
"ZAFIRO,"
Captain Talbot, will be despatched for the above Port on WEDNESDAY, the 11th inst., at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 7th August, 1886. [1543

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.
$21 .... per case of 1 dozen quarts.
$22 .... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.
$25............per case of 1 dozen quarts.
CLARET, CHATEAU LAROSE.
$13............per case of 1 dozen quarts.
$14............per case of 2 dozen pints.
PONTET CANET.
$9.50 ....per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ....per case of 1 dozen quarts.
$8.50 ....per case of 2 dozen pints.
LORMONT.
$5............per case of 1 dozen quarts.
JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8 ....per case of 1 dozen bottles.
G. M. PABSTMANN SON'S
HOCK, KÖNIGIN VICTORIA BERG.
$15............per case of 1 dozen quarts.
HOCK, STEINBERGER CABINET.
$14............per case of 1 dozen quarts.
ALSO
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [19

IRON-FRAMED PIANOS,

BY
M. F. RACHALS & Co., HAMBURG.

COTTAGE PIANOS, Shanghai Tls. 235 & 300
GRAND PIANOS,...Shanghai Tls. 450
SOLE AGENT FOR CHINA AND HONGKONG,
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.
14th May, 1886. [89

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

DEATH.

At Marseilles, on the 26th June last, MADAME H. FOURNIER, of Hongkong, from malignant fever. [1549

The Daily Press.

HONGKONG, AUGUST 9TH, 1886.

THE adoption by the Conference of British and Colonial Chambers of Commerce of a resolution declaring that the remonetization of silver would relieve the depression under which trade is now staggering is the most important event that has yet transpired in the endeavour to rehabilitate silver—more important even than the refusal of the United States Legislature to repeal the Bland Act, for in the latter case the silver advocates merely achieved success in a defensive movement, whereas in the former they were acting on the offensive. The campaign has now been fairly inaugurated, and the issue will ere long be brought to a contest in Parliament. From the telegram we published on Saturday from the American papers it is difficult to gather any comprehensive idea of the debate. One thing is clear, however, namely, that the discussion turned largely on the effect the remonetisation of silver would have on India. We are told that—"Two Indian members contended that the effect of the depreciation of silver must be finally the ruin of the wheat and cotton industries of America and the development of India as the chief wheat and cotton exporter of the world. They, therefore, protested against England aiding America to restore the value of silver at the expense of the interests of India. PAUL F. TIDLAN, an East India merchant, argued that England had other interests besides those of India, which stood sorely in need of the restoration of silver, and trusted that GIBBS' ideas would be adopted by the meeting." It is high time the idea that the depreciation of silver is good for India should be finally abandoned and numbered amongst exploded fallacies. In previous articles we have endeavoured to explain that India can really get no more now in exchange for her exports than she could before the disturbance of exchange, and we note with satisfaction that the same point is made by Professor NICHOLSON in his recently published and valuable series of papers on the silver question. Professor NICHOLSON points out that whereas the fall in silver would have benefited India if the gold prices of the commodities exported by India had remained steady, these prices have fallen, and the result is that India in exchange for her wheat now gets a fewer number of gold pieces, which she can exchange either for a similar quantity of silver to that she would formerly have received or for a similar quantity of other goods. Such is the effect of the Professor's argument, the soundness of which may be readily demonstrated. It is an elementary proposition in political economy that a country does not really exchange its exports for either of the precious metals, except to a very small extent, but for other goods which it requires for import, the precious metals being used merely as counters for the expression of values. Applying this proposition to the trade of India, what do we find? The export trade considerably exceeds the import trade (the average excess for the last ten years has been 18½ millions), the balance going to defray the home charges of the Government and the remittances by European residents. To make up this amount, which is measured in gold, India has to send away year by year a larger quantity of produce, for which she receives no increased return. It requires little acuteness to see that this cannot be a profitable movement to India. It is profitable to the bondholders in England, of course, but the profit is an inequitable one. This brings us to notice an article which appeared in Saturday night's *China Mail*. The writer contends in the first place that gold is the sole ultimate measure of value in the world, in silver using as well as in gold using countries. The latter portion of this statement is absolutely inaccurate, as throughout Asia silver is taken as the standard of value, and to the Chinaman it is gold that is dear or cheap, not silver. But is the statement true as regards even England itself? By no means. The idea of the appreciation of gold seems inconceivable to the writer in question, but we will endeavour to make it clear to him. During the last ten years land in England has depreciated in value to the extent of twenty-five per cent. Is land then more plentiful or less valuable? If gold were the ultimate and permanent measure of value this depreciation in the value of land would be inexplicable, because land cannot increase in quantity except by infinitesimal reclamations, nor is it less productive now than formerly. The conclusion therefore is that the variation is referable solely to the appreciation of gold. But, says the *China Mail* writer, there is little likelihood of England abandoning the single gold standard, because (and here he quotes from the *Nineteenth-Century*) the rest of the world (including India presumably) is indebted to Great Britain to the extent of from £1,500,000,000 to £2,000,000,000 sterling, from which Great Britain draws an annual tribute of from £60,000,000 to £80,000,000. This brings us to the point round which the final and decisive struggle will be waged between the bi-metallists and the mono-metallists. Is commerce or usury to prevail? Are the trading interests of the country to be strangled in order that the bondholders may see their incomes increase? The latter remain the same as before measured in gold, it is true, but as measured in the purchasing power of gold they have increased twenty-five per cent. in ten years. If this increased burden of indebtedness fell only on other countries Great Britain might rest quiet as long other countries were content to let things go on in this way, but Great Britain has herself a large national debt the burden of which is increased in the same proportion as well as the private indebtedness of the individual merchant or trader, or the landlord who has a mortgage on his estate. The rents of the latter fall off as gold appreciates, but the interest on the mortgage remains the same. It is easy to see how trade must be affected in the same way, for a business which may return a very fair profit on capital of a certain amount must become less remunerative if not absolutely unprofitable if that capital be increased by twenty-five per cent. In time, no doubt, commerce would adapt itself to the new conditions, but just as the trying on of a new pair of boots is an uncomfortable process, so the period of adaptation of commerce to new conditions of values must be one of disaster and loss. This it is the object of the bi-metallists to minimise, and we wish all success to their efforts. There can be nothing unfair to the usurers in taking measures to prevent the further increase of their claims on the industrial, mercantile, and land owning sections of the population.

The British composite gunboat *Merlin*, Lieut.-Commander Brenton, left here on Saturday for Tientsin.

The British gunboat *Zephyr*, Lieutenant Commander Hope, returned to Singapore on the 29th July from her cruise to Labuan.

The General Managers (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China steamer *Wingsang*, from Calcutta, left Singapore for this port on Friday, the 6th inst.

Colonel C. E. Foster, 2nd Battalion Northamptonshire Regiment, left here for England by the steamer *Glenfruin*. Lieut.-Colonel D. G. Anderson assumes command of the Regiment.

Kuhlow says:—According to intelligence from China the first exercises with the guns of the ironclads supplied by the Vulcan Company to the Chinese Government have given excellent results.

A gambling farm is to be established in each province of Tonquin. The number of licensed houses will be unlimited. Europeans, women, and children are not to be admitted to the gambling houses.

Mr. Thos. Ide Bowler and party, whose expedition to some of the mineral bearing districts of North-east Tonquin, has, we learn, been a highly successful one, returned to the colony on Saturday mornig by the steamer *Sallee*.

His Excellency the Governor of the Straits Settlements has fixed Wednesday, the 11th, to Saturday, the 14th August, both days inclusive, as special days to be observed as Public holidays at Penang on the occasion of the celebration of the Centenary of that Settlement.

The *Mercury* says that the Chinese transport *Meefoo*, which arrived at Shanghai from Foochow on the 2nd inst., has been chartered by the China Merchants' S. N. Co. for two months, after which she is again to be employed as a transport. She will be put on the Shanghai-Tientsin line.

The Spanish gunboat *General Lezo*, Captain Bastarreche, which left Manila on the 27th July for this port to effect certain repairs and alterations in her machinery and had to put back on the following day to the Cavite arsenal on account of one of her engines having broken down, left again on the 4th instant and arrived here yesterday.

It is notified in Saturday's *Gazette* that His Excellency the Acting Governor has appointed Mr. Nathaniel Joseph Ede and Mr. Ho Kai to be members of the Sanitary Board, under the provisions of Ordinance 7 of 1883. There are now therefore four unofficial members of the Board, all of whom are thoroughly well qualified to render good service.

The *Straits Times* regrets to have to announce the death on the 29th July, at Olga Lodge, River Valley Road, of Captain Edward Mahor Smith, best known to the public as the late Manager of the Tanjong Pagar Dock Company, Limited, an office which he held for many years previous to his retirement some years ago, when the Directors, as a mark of appreciation of his valuable services, gave him a bonus of $20,000. After his retirement he went home and returned only lately to take charge of the works of the Tanjong Pagar Land Company, which appointment he held till his death. Captain Smith was very much liked by those who were placed under him, and was greatly esteemed by his numerous friends to whom the news of his death must come as a surprise, as he was in town on the previous day in his usual good health.

The German steamer *Roma*, which arrived here from Hamburg on Saturday morning, is a vessel which belongs to the Kingsin line, but which is at present under charter to the German Government as a transport. She has brought out relief crews for the German frigate *Bismarck* and the gunboat *Nautilus*, and will take home again the present crews of those vessels.

From the Paris correspondence of the *Indépendence Belge* we learn that the insults offered to M. Paul Bert in Tonquin by the Military and Naval officers have excited as much indignation as surprise. Some Deputies have already referred to them and General Boulanger is to be asked for explanations. If the Minister cannot deny the reports which have been received he will be asked to punish the offenders.

Saith the New York *Tribune*:—"Slowly but surely the Chinese in this country are learning the ways of our glorious civilization. The other day a Chinese witness in Albuquerque, N. M., was asked by the considerate clerk of the court if he desired a chicken killed on which to take oath. With some indignation he replied:—'Hella, no; cass allee samee Melican man.' He was at once allowed to 'cuss' as the law directs."

M. Paul Bert left Hanoi on the 20th July to make a tour of inspection through the principal places of Tonquin, after which he will go to Hué, where he will reside for some time. The situation at Hué is reported by the *Avenir du Tonkin* to be excellent. The King is still making his progress through the country, with the best effect on the population, but His Majesty is suffering from indisposition caused by his exertions.

The returns of the Collector of Stamp Revenue show a sensible increase in July last over the corresponding month of 1885, the amount collected being $14,691.01 as compared with $12,244.20 last year. This gives an increase of $2,466.81. The sources from whence most of this additional revenue was derived were bills of exchange and promissory notes, transfer of shares, conveyances or assignments, and bills of lading.

As bearing on the amount of work the members of a Municipal Council might be called upon to perform, the following, from the *Singapore Free Press*, is of some interest:—In former days, the Municipal Commissioners at first held monthly meetings, and as the business grew they came to be once a fortnight. Now it is a case of once a week, and every week, for a whole afternoon from 2.30 to 5 o'clock, which is a serious drag on the time of busy men. Some relaxation of it might, we believe, be made if more was left to the decision and responsibility of the officers.

The intervention of the troops from Cochin-China in the south of Annam has already, the *Avenir du Tonkin* says, produced excellent results. Phan-ki, the capital of Binh-thuan, has been occupied and a French Resident installed. Binh-thuan and Khanh-hoa are being rapidly pacified, the rebel mandarins flying at the approach of the French, and the native population welcoming the French as their deliverers from the tyranny of their former chiefs, the object of whose rebellion was simply to commit exactions without number under the pretext of patriotism.

The Singapore *Free Press* states that on the afternoon of the 29th ult. the formal installation of the Sultan took place at Johore. The ceremony was brief, but took place amidst considerable pomp. The *Free Press* says:—"When the Sultan came in, the crown, which is extremely handsome and costly, glistening with diamonds, with a crescent and star in front, was placed on his head; some prayers, to which all the Malays and Arabs responded, were read by the Priest. The Sultan addressed a few words to the people and then left the hall."—Our contemporary adds:—"It was notable as the first occasion that the ruler of Johore has been properly crowned in accordance with the custom of the people."

According to a Reuter's telegram dated the 2nd inst., as published in Shanghai, the Hon. Edward Stanhope has been appointed Secretary of State for the Home Department. The *Daily News*, commenting on the message, says:—"Reuter informs us that the Salisbury Cabinet is complete, but if it is the appointments to some important offices have not reached us—the Secretary for the Colonies for one. Mr. Henry Matthews seems to have vanished into space, as Mr. Edward Stanhope is Home Secretary."—This is evidently another of Reuter's blunders. We feel pretty confident it will turn out that the Hon. Edward Stanhope has been appointed Secretary of State for the Colonies.

The following contrivance for reducing the temperature, which, it is said, has been tried with much success in hot workshops, might perhaps be applied in some cases in the tropics. The apparatus consists of a wooden chamber or shaft, reaching nearly from floor to ceiling, and with an opening at either end. To the upper portion a pipe connected with a cistern is conveyed, and to the end of the pipe a rose from an ordinary wateringpot is fixed. At the lower end is a pan to catch the water. The water, turned on for a very short time, suffices to cool the temperature much below that of the water itself, the hot air rushing through the aperture at the upper end, and issuing at the lower quite cool. Of course the plan is only applicable when there is a convenient water supply.

The following note is taken from *Kuhlow's Trade Review*:—There are often wheels working within wheels, and an illustration is furnished by the new subsidised mail-steamship services, which are to begin forthwith. Now that the North German Lloyd has got its subsidy, there is talk of a development of the principle. What is going on between the shipping companies of Schleswig-Holstein and the Government we do not exactly know, for the negociations are being conducted with as much privacy as is possible in these days of newspapers. So far as can be learnt at present a scheme is afloat for the establishment of various coasting lines in East Asia to work in connection with the North German Lloyd's lines. The idea appears to be to get a certain number of Flensburg, Apenrade, and other shipping companies which now trade with East Asia to concentrate their activity wholly in the East. They would be made supplementary to the North German Lloyd, with which they would work hand in hand. The plan looks on the face of it a good one—for the North German Lloyd. Whether, however, it would be to the interest of the Schleswig-Holstein shippers is another point. We are inclined to believe that it would not be unless a subsidy were granted. In any case the North German Lloyd would be relieved of a large amount of competition if a lot of the home lines were bundled off to the East and persuaded to stop there.

At the discussion which followed the reading of the paper entitled "The Federation of the British Empire" by Sir George Bowen, Governor of Hongkong, at a meeting of the Royal Colonial Institute on the 15th June, alluding to the subject of Colonial Defences, Captain J. C. R. Colomb, a great authority on these matters, said:—"One important matter we have to look to is that the Colonies are really satisfied with everything we do in connection with the question about which Sir Cooper Key has spoken—that is, defence. I have looked into this matter for some years past, and I am bound to express a totally different opinion from that which, I gather, was expressed by Sir Cooper Key, viz., that the Colonies are satisfied. I do not think they are. Nor do I see that we have always met their views and proposals on this subject in a frank and cordial spirit. I think we have missed opportunities. I do not mean to imply in the least that this is the fault of any individual. It is the fault of the system. I will recall the recollection of my gallant friend to the matter about which Mr. Graham Berry has spoken—namely, the gunboats that were constructed for the Victorian Government. We are all aware that there was a great deal of friction created by the action of the Admiralty concerning those very ships. I do not think that such an affair tends to Imperial Federation—rather the reverse. With regard to this question of defence, I am obliged to say that I differ from the opinion of my gallant friend. It is a bold thing for me to say, but, being my opinion, I say it. I gather that his doctrine is, that the Colonies are to defend their own ports, and we are to give them advice and officers. I am not inclined to think that would prove a durable arrangement. Having talked to colonial Ministers, and to our own Ministers, of both parties, during some years, I think myself that the colonial Ministers are just as competent to give advice on these matters as to take it. There is another idea, and one of which we have to rid ourselves, namely, that we have the brains and they have the money. I think there is a great deal that might be practically done at this moment in the direction of Imperial Federation. I have already drawn attention to the incident of the Victorian gunboats and that dispute over the flag. Now I think that shows we do not always meet the Colonies in a really frank spirit."

The French steamer *Sallee*, which was reported to have broken down, arrived here on Saturday morning from Haiphong *viâ* Hoihow, in tow of the German steamer *Alwine*. The *Sallee* should have arrived in Hongkong on Friday morning at daylight, but was detained by the breaking of the high pressure piston rod, which caused the piston to break through the cylinder cover, throwing the latter against an iron stay crossing the engine room. Fortunately both engineers were on duty at the time and their prompt action in shutting off the steam prevented any more serious accident. The chief engineer was somewhat scalded about the hands, but beyond that no person received any injury. The captain immediately spread all his available canvas on the vessel and the engineers made an attempt to get the engine to work with the low pressure cylinder only, but the vessel having but slight way on her the shaft could not be got to revolve. The accident happened on Thursday evening off the island of San Choan, and the steamer was met by the *Alwine*, which had been sent out by Mr. Marty to tow her in, on Saturday morning at daybreak off the Ladrones, having proceeded under sail for some forty miles after the accident.

Acts of charity and kindness are often ill requited by the recipients, and many a man who has stretched out a helping hand to one in need has found he has been assisting an ingrate who has taken advantage of his kindness to injure him. This has been found to be the case by some German missionaries who befriended a man in this colony in very low circumstances, who gives the name of Emil Kregel, and describes himself as a type setter of Alsace-Lorraine. Kregel was accorded shelter for some fourteen days in the house of Mr. Reiner, who does religious work among the German seamen in this port, and he abused the kindness of his host to rob another gentleman who was staying there, the Rev. John Voskamp, a missionary of the Berlin Mission, who has recently come down from Canton. Mr. Voskamp, a few days since, missed a box which contained $264, a pocket book, a passport, and divers other papers, and Emil Kregel being suspected, he was sought for. When arrested the man was found to be in possession of $205, and he admitted that it was part of the Rev. Mr. Voskamp's property, which he had stolen. The rest of the money he had spent. The prisoner was brought up at the Police Court on Saturday morning, and pleading guilty, he was sentenced by Mr. Mitchell-Innes to six months' hard labour.

We note that the Rifle Association Range at Kowloon has at last been completed and we learn that a few members have already had some capital shooting. The Butts are situated at the extreme East of the Military and Police Ranges, and the firing points come almost in a line between the Gun Club matshed and the northern end of the old Naval Range—in fact, the Association Range is merely an enlargement and improvement of the Naval Range, which, being of little or no further use to the Naval Authorities, has been kindly lent by them to the Rifle Association. Two experienced markers have been engaged, and they will be in attendance throughout the day during the whole week, so that members will be able to form small private parties to go over and practice at the hour most suitable to themselves. Those who are fortunate enough to possess a steam launch should take a small boat with them and land at the Gun Club matshed in Kowloon Bay. We believe that it is intended to organise regular "Pool" shooting competitions and also to hold a prize meeting as soon as the summer heats are over. Negotiations will, we hear, be made for the Rifle Association to take over the Gun Club matshed and to provide a refreshment bar there, similar to that at the Cricket Ground. If so this would be a most welcome arrangement both for the unfortunate members of the defunct Gun Club and for its new, and it is sincerely hoped more successful, rival. With this luxurious addition the members of the Rifle Association would have at their disposal the means wherewith to enjoy for an hour or two most useful and interesting sport.

Macao has of late been crying out about the almost entire stoppage of her junk trade owing to the action of the authorities at Canton in levying greatly increased taxes on the cargoes they carry. It seems that Hongkong is likely to join in the outcry, for the Chinese Revenue cruisers are now also blockading this port for a similar purpose. We understand that the junk owners are striking work, and refuse to carry cargo so long as the Chinese authorities insist on enforcing this outrageous squeeze. The very great loss sustained by junkmasters at the hands of pirates who infest those seas already imposed a heavy burden upon them, coupled as it was with the previous exactions of the Chinese authorities, and this fresh and exorbitant demand is more than they can or will submit to. The junk trade is therefore coming to a standstill, and we understand that few of the junks which leave here carry more than passengers and their personal effects, no cargo being taken. It remains to be seen which side can hold out the longest—the junk people or the authorities. For the sake of Hongkong it is to be hoped the former may be victorious. The revenue which the Viceroy of the Two Kwang has hitherto been extracting from the junk trade of Hongkong and Macao will pretty nearly disappear during the continuance of this strike, and its effects will also be felt by all classes in this colony. Some of the Chinese traders will be without their usual means of livelihood, and the price of provisions must rise. We hear that the charge for firewood has already risen 30 per cent. The new taxes are imposed by the Viceroy of the Two Kwang to raise funds to meet the expenses incurred in fortifying the Canton river and other extra defensive measures taken during the Franco-Chinese war. When His Excellency Chang Chih-tung forwarded his bill of costs to the Peking Authorities for the outlay he had made for Imperial purposes he was given to understand that he was to expect no help there, and that he would have to raise the funds himself to meet the expenditure. This is only one among other measures taken for this purpose, but though it is imposed for a special purpose it is by no means likely that the burden of those taxes would ever be reduced should the end be accomplished. Once the imposition is fairly started there is too much reason to fear it will become a permanent levy.

LATEST TELEGRAMS.

LONDON, 5th August.

THE FRENCH GOVERNMENT AND THE PROTECTION OF MISSIONS IN CHINA.

The French Government having declared that they will continue to protect the French Missions in China, the Vatican has intimated that its Government will not be answerable for the result of the nomination of Monsignor Agliardi.

THE IRISH QUESTION.

At a meeting of the Parnellite members of the House of Commons, held yesterday, it was resolved that Mr. Gladstone's Bill for the Government of Ireland should alone be accepted.

It is generally understood in political circles that the Unionists and Gladstone Liberals have agreed to unite except in regard to the Irish policy of the Government.

THE RUSSO-CHINESE FRONTIER DIFFICULTIES.

It is officially announced that the questions arising out of the frontier difficulties have been satisfactorily arranged between Russia and China.

POLICE COURT.

7th August.

BEFORE MR. E. MACKEAN.

THE CASE OF USING A REVOLVER.

John Harry Pearce, unemployed seaman, was before the court, on remand, on the charge of having attempted to shoot Lau Fuk, bar boy at the German Hotel, and P.C. Alexander McDougall, on Thursday night.

It will be remembered Pearce, under the influence of drink, pulled out a revolver in the German Tavern when payment was demanded of him for drink, and snapped it at the bar boy, but it did not fire, as that chamber was empty. He then terrorised the other occupants of the bar until P. C. McDougall came in, seized him from behind, and threw him on the floor. He tried to shoot McDougall, but the trigger again fell harmlessly, and the constable and barman, Berthold Gainsbury, wrenched the revolver from him, when one chamber was found to be loaded.

The prisoner reserved his defence, and he was committed to take his trial at the next Criminal Sessions of the Supreme Court.

STRAGGLERS.

John G. Chadwick and James A. King, seamen of H.M.S. *Sapphire*, and Joseph Compton and William Home, marines of H.M.S. *Pegasus*, admitted being stragglers from their ships, and they were sent on board.

TSZE FA CASE.

Li Kong, residing at No. 5, Ship-street, was summoned by Inspector Mackie on a charge of keeping an agency for the sale of tsze fa tickets, and being convicted he was fined $25, in default of paying which he was sent to gaol for a month.

BREACH OF HARBOUR REGULATIONS.

The owners of licensed cargo boats Nos. 983 and 3,240 were summoned on a charge of carrying kerosine in their boats in the harbour without flying a red flag.

They admitted the offence, and they were fined $25, in default of paying which they were sent to gaol for a month.

UNWHOLESOME FRUIT.

Ng Atsun, hawker, was fined $5 for vending unwholesome fruit at Yaumati.

OPIUM CASES.

Leung San Ting was fined $30 for unlicensed possession of about fifteen taels of prepared opium.

Chan Atun, opium divan keeper, was fined $10 for a like offence, and in default of payment was sent to gaol for six weeks.

Wong Acheung, glass bottle maker, met with like treatment for a similar offence.

MACAO.

[FROM OUR CORRESPONDENT.]

7th August.

The gunboat *Rio Lima*, which had gone to Hongkong for the purpose of conveying His Excellency Senhor Firmino da Costa, our new Governor, and family to this port, arrived here yesterday evening shortly after five o'clock, and His Excellency landed immediately at the Praia Grande. Senhor Menezes (Colonial Secretary), and Senhor Roza's Aide-de-Camp went off in the Government barge and brought on shore the new Governor and family. They were received at the wharf near the Procuratura by Senhor Roza, the foreign Consuls, officials, &c. A guard of honour consisting of a posse of Police with their Band, under the command of Colonel Ferreira da Silva, was paraded in front of the landing place and a Company of the Artillery with four guns was in attendance in front of the Government Offices. As His Excellency landed a royal salute of 21 guns was fired by the Battery and the Band struck up the national hymn. A royal salute was also fired from the San Francisco Fort as the *Rio Lima* passed it. The new Governor will be sworn in and handed the bâton of office this afternoon at four o'clock with the usual ceremony observed on such occasions.

Governor Roza will probably leave for Lisbon *viâ* Japan and San Francisco by the next American mail, and will carry with him the best wishes of this community. He deserves the most heartfelt thanks of the inhabitants of Macao for the many good works done by him, amongst others the purchase of the Camoens Grotto, the clearing and fitting up of the Mitra and Volong's Orchards,—the latter being eyesores of very long standing—and many other deeds too numerous to mention, all of which the Macao people cannot but look back to with gratitude. No sooner was the rumour afloat that negotiations were being carried on between the French priests of the Foreign Mission and the late owners for the sale of the Camoens Grotto, than Senhor Roza interfere and obtained from the Lisbon Government the sanction for the purchase of the Grotto for the Portuguese Government, thus securing for the honour of the Nation that place which was the cradle of the Lusiads. With regard to the Mitra and Volong's Orchards, these were merely pigsties with a number of squatters who had their shanties erected, and, as usual with this class of Chinese, were kept in a most filthy condition, but now, through the orders of the departing Governor these places present a cleanly appearance with new and decent buildings erected thereon. A Ball will be given as a farewell to Senhor Roza. This is only a small token of the great esteem in which His Excellency has been held by those over whom he has been ruling.

The Viscount de San Januario, formerly Governor of the Holy City, is coming out shortly as our Minister to the Court of the Celestial Empire. It is to be hoped that at last we shall have a Treaty with China.

Sir Robert Hart is still our guest.

NEW ORIENTAL BANK CORPORATION, LIMITED.

The second ordinary annual general meeting of the shareholders of this bank was held on the 2nd July, at the offices, 40, Threadneedle-street, London; Mr. William Walter Cargill in the chair.

The SECRETARY read the notice convening the meeting, and the report was taken as read.

The CHAIRMAN then said—Gentlemen, it is not our fault that our meeting is held just now at a time of so much political excitement; but what we have got to say I do not think will add very much to the excited feelings of those who may be excited by politics. Ours is a peaceful mission, and I think you will agree in thinking that this report is a very good one. (Hear, hear.) If we met you last June with a satisfactory statement of the condition of the company, we have still greater pleasure now in meeting you this year with an account of our second year's operations. (Hear, hear.) You will find in this report that in almost every item of the accounts the amounts have greatly exceeded those of the last annual report. You will see, I think, from this report how carefully the directors have attended to the interests of the shareholders, and that by a continuance in the efforts we make, supported by those of the shareholders who come to advance the interests of the company, there is no reason why this bank should not take a place among the very foremost of the Indian and Eastern institutions of the same kind. If you look at the accounts you will find first of all that we are able, notwithstanding the great fall in the exchange, which has gone down since last year, to maintain the dividend which we paid you last year; but the gross profit, which was then stated in the account at over £30,000, this year has been stated as nearly £65,000. You will find under the head of deposits last year it was about 1¾ millions. This year it is 2¼ millions. Under the head of banking assets we had last year, it was 2¼ millions, and this year it is over 4 millions. The capital last year was stated at £331,000, and this year at about £530,000. Now if you look at the memorandum put at the bottom of the report of the continued advance in what we call the banking assets, you will observe they gradually rise in the first period of September, 1884, from £100,000 up to March, 1886, when they amounted to very nearly 5 millions, and the progress has been very gradual. You will see every month the quotation increases, and it has never gone backwards. All these things tend to lead us to hope that the progress of the bank is substantial, and will continue; and, as I said before, that the bank may become the foremost institution amongst the banks carrying on business in the East. (Hear, hear.) We are very pleased to tell you that we have abstained from any business other than a mere exchange agency connected with the Australian colonies, because as it has turned out a very severe depression has affected all the business of those colonies; but by that we have suffered no loss, and have been in no way connected with it. If the time should come, and I dare say it will come soon, when this depression may pass over, then we shall consider the advisability of extending our operations in those colonies if we see it to our advantage to do so; but we do not come under any pledge to do so. All our other branches have been conducted satisfactorily. We have good assets from every branch, and the staff who carry on this business have all attended to their duties to our entire satisfaction, and we have nothing to say adverse to any of them. We have lost one officer—a very promising young man—at Calcutta, but not from any local disease as far as we know. He suffered from an old affection of many years' standing, and unfortunately for us he died a short time ago. In other respects the health of all the gentlemen employed abroad is thoroughly satisfactory, and they are full of energy and vigour, and attend to our affairs in every way we could wish. It happened last year I made a remark or two on the question of the staff which was perhaps misunderstood a little. I mentioned that the directors had selected all the gentlemen of the old establishment whom they desired to take over, and some of those who were not taken over thought the remarks I made tended to cast an imputation on those we did not take over. I should like to correct that, and say the reason why those gentlemen we did not take over were not taken, was because we could not find appointments for them all. Some of them have found appointments elsewhere, and I believe all of them are gentlemen of the highest respectability, and deserve all the respect and esteem of those with whom they were associated. (Hear, hear.) I have no doubt, gentlemen, you will be anxious to bring to an end to-day's meeting, and possibly some members present may have something to say on the question of the accounts, or have questions to ask which I shall be happy to answer. But I think myself the accounts on the whole show so well that we have nothing really to explain. Gentlemen, I conclude what few words I have spoken by moving the resolution—"That the directors' report and statement of accounts to the 31st March last, submitted herewith, be and they are hereby adopted."

Mr. C. ALLHUSEN—I beg to second the resolution. Gentlemen, it gives me great pleasure to second the proposition made by our chairman. It is very satisfactory to find that this bank is progressing. There is just one difficulty which we have encountered in common with all other Colonial banks. It is the constant fall in the exchange; but inasmuch as most evils come to an end, I hope some day we shall see the end of that too. Our affairs are very satisfactory to-day.

The resolution was then put and carried unanimously, without discussion by the shareholders.

The CHAIRMAN next moved the declaration of a dividend at the rate of 5 per cent. per annum, free of income-tax, payable on the 16th July.

Mr. E. F. HARRISON seconded the proposition, which was also agreed to *nem. con.*

On the motion of the CHAIRMAN, seconded by Mr. L. R. C. BOYLE, the retiring directors, Mr. E. F. Harrison and Mr. G. H. Todheatly were re-elected.

Mr. C. G. THOMAS proposed the appointment of Messrs. Quilter, Ball & Co. as auditors, at a remuneration of 100 guineas, in the place of Mr. James Glegg, who had retired from business.

Mr. COLE seconded the resolution, and it was carried *nem. dis.*

On the proposition of Mr. VICKERS BOYLE, seconded by Mr. CUFF, a hearty vote of thanks was accorded to the chairman and directors for their past services.

The CHAIRMAN, in acknowledging the compliment, said—On behalf of the board I beg shortly to express our obligations to the shareholders for their good wishes towards us. We have done our best. As for myself, it has been rather an up-hill work. You must know, most of you, that I was the original founder of the old bank—in fact, I may say the whole system of banking in the East, for that was the first attempt at carrying on banking, and in it I was able to take a very prominent part at that time. Now the late misfortune which happened to the Oriental Bank has induced me to come forward and give help to the best of my ability. I am bound to say that every member of your board has given his best and greatest attention to the affairs of the concern, in fact it would not have been what it is but for that. They have taken upon them—each of them—great responsibility, and they have discharged their duties ably and faithfully, and with due regard to your interests. But, gentlemen, while we accept your good wishes to ourselves, we think it right to mention to you—we don't ask for a resolution on the subject, because it is of no importance to the officers employed by the directors in one sense—but we think it right to mention to you that our success is due entirely to energy and ability with which the staff under us have conducted our affairs. (Hear, hear.) One of my colleagues has taken a very prominent part in this, Mr. Macdonald. Without his assistance I don't know how we should have been able to carry on; but he has brought an amount of practical knowledge of business affairs especially connected with the East, and a knowledge of mercantile affairs, which has been of the highest value, and all my colleagues would like I have no doubt to agree in what I state with regard to Mr. Macdonald. (Hear, hear.) Then it may seem to many of you almost a waste of words to allude to our able secretary, Mr. Rohde. He is well known to almost every gentleman connected with the bank, and to his untiring energy I am at a loss to tell you how much of our success is due. (Hear, hear.) We have also a most excellent local staff abroad at every place, and I could not put my hand on any place where we are not well served. I think we shall continue to have, by giving fair treatment and encouragement to the staff we possess, a good class of men to conduct our affairs abroad, for upon that the whole success of the undertaking depends. (Hear, hear.) Gentlemen, I beg to return you our hearty thanks for your kindness. (Cheers.)

The proceedings then terminated.—*Investors' Guardian.*

THE VOLCANIC ERUPTIONS IN NEW ZEALAND.

The special correspondent of the *Otago Daily Times* gives, in the course of a lengthy account of this great disaster, the following interesting details of the effect of the eruption:—

ROTORUA, 14th June.

A search party had been despatched to ascertain the fate of Te Arika and Mourea, to have canoes on Rotokakahi to convey the party to Kitiriria, from whence they have a good track by Whakaremeriwia to Ohinemutu. I interviewed Captain Mair on his return, and he gave a graphic narrative of the experiences of the expedition. The complete boat's crew consisted of himself, R. Edwards (interpreter), A. A. Warbrick, Ainsley, Black, Gannell, Taylor, Hurrall, and Sergeant Cahill. On leaving Wairoa a rope was tied to a tree and thrown down the cliff to enable them to climb up the cliff, down which they lowered themselves to the boat, but the fissures in the cliffs gave little hope of getting back that way. After starting from the landing-place at Wairoa for the Mourea native settlement they were accompanied by avalanches of sand flying from the cliffs on the right, which fell into the lake with terrible velocity and weight, causing the lake to make serious pulsations. They reached the site of Mourea village, where 45 Maoris were buried. Here mud in a liquid state is running into the lake with rapidity. The whole site of the village had been shot bodily into the lake. The large grove of karaka trees which grew there was found floating a mile in the lake. All the rocky points about here appear to have been battered or shaken to pieces. They floundered through the mud over the side of the village and finding no sign of life went on to Arika. Between Mourea and Arika the wishing-stone where the deity of the lake was wont to be propitiated has disappeared. They reached Te Arika at 3 p.m. The whole front of Tarawera on this front had been changed by earthquakes. At the base were vast mounds of volcanic grit, which was piled up half across Te Arika inlet. Between Tarawera proper and Rukumia is completely filled up, making a range, or like one, and altering the contour of the country. The south of Tarawera mount is blown clean off, making an indentation like looking in front of a felt hat. This has formed a large crater, which is still active. The upper lip seems hundreds of feet deep. Immediately behind Arika, in the direction of Rotomahana, a very large steam hole near the White Terrace is in violent action, and from which is springing immense clouds of black steam laden with dust. A chain of steam jets or craters appeared to run from near Okaro through Rotomahana to Tarawera and along it to the North and East, being the north-east end of Waitangi. Tapahara Bluff or volcanic district appears to have been dislodged by the crater at the end of Tarawera Mountain. It varies from 10 to 50 feet in depth. At Te Arika 40 natives were covered by a depth of 30 feet of dust and sand, with a top-dressing of two feet of soft mud. Kiraki Creek from Rotomahana was dry. Captain Mair decided to go up the creek, notwithstanding that there were walls of hot dust on either side 20 to 30 feet in height. They penetrated some distance, but it became too hot to go further. Then they got over the walls in the direction of the site of the villages, struggling up to their knees. From the point gained they could see steam jets streaming from a circle in the southern horizon. They tried to proceed over the top wall, but found the stiff mud too deep, and had to return to the boat. They then cruised around the eastern side of the lake and found a search party of nine natives, who came from Matata and Ngatiangataki, and who had been struggling two days through from Tapahore in the endeavour to reach Te Arika. They were thoroughly exhausted. They supplied them with most of their stores and provisions and then took them in the boat to a place near the outlet of Tarawera from which they could return safely to their homes. Captain Mair then headed back for Wairoa, but was unable to get ashore at the landing place owing to the fissures in the cliff where the rope was suspended, and they put into Paparoa (one mile from the Wairoa village) and abandoned the boat. It took two hours and a-half to get over a mile of ground—struggling through the mud, which was slipping down the side of the hill. Some of the party were completely exhausted, and had to lie down in the mud-track. They arrived at Wairoa at 11 o'clock at night. Fortunately the light rain at Rotorua at that hour did not extend to Wairoa. The party had decided, if rain set in, that their only chance of escape, as they could not land from the boat, was to pull down to the outlet of Tarawera lake and push through, if possible, by Rangitikei on the east coast. The party slept at Wairoa. During the night they experienced three earthquakes which shook the wreck of MacRae's house where they were sleeping and woke the party up. They started for Lake Rotokakahi and passed to Kitiri in canoes and got on to Rotorua arriving as above. Great credit is due to all the members of the party for their courage and self-devotion, especially to the two Warbricks and Black, who got the boat overland from Rotorua to Wairoa.

Among other changes at Lake Tarawera, the grove of acacias at Karari are completely gone, the beautiful kotukas round the Lake are all smashed. Tarawera river is blocked with sand and is running at random over the sand flats. Near the base of Mount Edgecumbe at the back of Okutaku, the lake seems to be intact, but everywhere else is utterly destroyed.

Ninety-five Maoris died at the settlement of Te Ariki. Four Taupo natives on a visit to Kariri, the Roman Catholic catechist of Rangitikeikeki, were also lost. Whaikipera, chief of the Te Ngae hapu of Tauranga, was lost at Moura, with four sons and their wives and children. Captain Mair says it is evident the first outburst was at the south end of Tarawera, from whence came all the dust. Then came top dressing of mud from the steam volcanoes round Rotomahana.—The whole country looks like a vast bush clearing, except that it is grey ash instead of black, and the natural features of the country are completely altered. The volcanic action as far as Tarawera appears to be rapidly exhausting itself. That at Rotomahana, Captain Mair says, on the other hand, shows every indication of being permanent, and will in future be an attraction for tourists instead of the wonderful terraces.

At dusk could be seen from the top of Pukeroa reserve that appeared to be a white cloud from the hot springs or geysers at the sea end of Wairoa. It continued for some time. As it is in the line of volcanic action, which Captain Mair says is nine miles long, with over a dozen volcanoes, it is probable that the thermal system at Pareora has become more active. About six o'clock two flashes in the sky in that direction was seen like lightning, on the Waikato side it appeared a lunar rainbow. At the same period an earth tremour or slight earthquake took place. At the Government baths, Rotorua, the attendant ran outside the building in alarm, but nothing further occurred.

Lake Rotorua still fluctuates. Since dusk the Tarawera volcanoes have been tolerably quite, but Rotomahana has been more active than I have seen it since arrival here, belching piles of white steam clouds thousands of feet into the air, forming giant Mont Blancs, with ledges and ravines and peaks of curious and grotesque forms, making, with the sheens of the moonlight playing upon the aerial crags and cravines, a magnificent and awe-inspiring sight.

A party of six, who left for Rotorua by the Galetea road, has just returned. They advanced to the hill at the back of the Pink Terraces, being the most accessible side, as smoke was blowing up the valley. At a quarter of a mile from the crater at the back of the Terrace four of the party declined to go further, but the son of Captain Steele and Messrs. Hamilton and Bloomfield pushed on to the very edge of the crater and peered down. The sight of the crater and volcanoes in eruption at Rotomahana was unspeakably grand. They watched one mud volcano and counted four seconds till the mud fell. Mr. Bloomfield started to sketch when Mr. Steele called him back, and they had only retired 30 yards when the places where they had been slipped into the crater, the whole slope appearing to have a sliding motion, which was succeeded by an earth tremor.

Dr. Hector informed me that on leaving Wairoa there was a grand eruption of Wahanga and Ruawahio, the cones being especially active. A number of specimens of the clinkers and stones thrown from these volcanoes were shown to Dr. Hector in Ohinemutu to-night in order that he might form an opinion as to the character of the eruption and the localities from which the specimens were ejected. The clinkers he stated appeared to be from Wahanga and Ruawahio, the obsidian from Tarawera proper. A large number of the specimens he stated were of terrace formation, apparently the White Terrace. One piece for examination was of basalt rock such as he had never seen in this district before. It had evidently been thrown from a vast depth. Some of the pieces he said appeared to be of the silica lining of the tubs which led from the bottom of the terrace to the depths below. He thought there was little doubt that the statements of the eruptions at Wairoa were correct—first a burst of flame into the air, then of streams of fire falling into the Lake, and then the succeeding mud showers. Tarawera was formerly a volcano, and it had got scaled over with obsidian, which had formed a sort of bottle-glass dome over it, hermetically sealing it. The pent-up forces had now blown the dome away. This tremendous explosion had shattered the tubes of piping of the White and Pink terraces, which probably led thousands of feet into the superheated regions of the earth. This led down the whole of Lake Rotomahana and generated an inconceivably enormous body of superheated steam which simply blew the whole valley and the adjoining ravine in the air. He stated that there was nothing in the character of the stones he had seen to lead him to think that there was any molten lava in the eruption. There were two classes of volcanoes—one that threw out molten lava, and the other simply ejected steam and mud. The latter were the most dangerous. The above is Dr. Hector's views of the eruption and theory as to its cause and progress, so far as he could gather from the facts he has been able to ascertain. When asked his opinion as to the progress and to the probalities of the future, he said the eruption might continue for some time.

AMOY.

30th July.

During the last three weeks a brisk business in tea has been effected, and Formosa Oolongs changed hands in considerable quantities at firm prices. In Amoy Oolongs settlements were made to a smaller extent, and average qualities principally were taken up. For New York the steamers *Monmouthshire* and *Lord of the Isles* have sailed; the steamers *Angerton* and *Mosser* are now loading, and the steamers *Glenfalloch* and *Celtic Monarch* are expected. The rate of freight is £2 to £2 10s. per ton.

The weather keeps very changeable, with occasional heavy rain showers, and in the middle of this month it was so boisterous that for two days all business afloat had to be suspended. It would appear as if the abundant moisture were the cause of a more satisfactory state of health among the population here, as, especially in the Chinese quarters, only very little sickness has prevailed so far this summer.

The coasting business shows no signs of improvement, and the demand does not keep pace with the disengaged tonnage. Newchwang imports are still losing money, which reduces the enquiry in this direction, and the season for Chefoo Beancakes will soon be drawing to a close. The latest charters were: Norwegian, *Emilie* 8,000 piculs, Chefoo Amoy 9 cents; if Newchwang to Amoy 13 cents per picul. German, *Johanne Kremer*, 7,200 piculs, 5 to 8 months, at $660, commencing on Newchwang; *Niederhof*, 4,500 piculs, Taiwanfoo, Tientsin, Newchwang and back, $1,750.

The vessels in port are:—Strs. *Angerton* and *Mosser* for New York, *Duburg*, for Straits ports, and *Iduna* for Tamsui. Sailing vessels—*Sooloo Christian*, *Kristina Nilsson*, *Claro Babuyan*, *Else*, and *Guiding Star*, disengaged. *Anglo-Indian*, loading the *Helena's* cargo for Ningpo,

Adolph (in dock), Siamese *Ebony* and British *Maria*, both for Shanghai, and *Batavia* bound for Foochow. The *Maria*, with a cargo of wood from Singapore, put in here to repair her pumps.—*Mercury* Correspondent.

COMMERCIAL INTELLIGENCE.

SATURDAY, 7th August.

OPIUM.

Quotations are:—

This year's New Malwa $520 per picul, allce. of [2½ to 4 catties.

Last year's New Malwa $540 per picul, allce. of [2 to 4 catties.

Old Malwa..................$550 per picul, allce. of [2 to 4 catties.

Patna (New) ....$502½ to 503¾ per chest.

Patna (Old) .... 545 „ „

Benares (New) ...... 482½ „ „

EXCHANGE.

ON LONDON.—
- Telegraphic Transfer 3/
- Bank Bills, on demand 3/0¼
- Bank Bills, at 30 days' sight.......3/0½
- Bank Bills, at 4 months' sight 3/0¾
- Credits, at 4 months' sight 3/0¾
- Documentary Bills, at 4 months' sight 3/0¾

ON PARIS.—
- Bank Bills, on demand 3.79
- Credits, at 4 months' sight 3.85

ON NEW YORK.—
- Bank Bills, on demand...................73½
- Credits, 60 days' sight 74¼

ON BOMBAY.—
- Telegraphic Transfer 222½
- Bank, on demand 223½

ON CALCUTTA.—
- Telegraphic Transfer 222½
- Bank, on demand 223½

ON SHANGHAI.—
- Bank, at sight 71½
- Private, 30 days' sight ....72.

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—160 per cent. premium, buyers.

Union Insurance Society of Canton, Limited—$96 per share.

China Traders' Insurance Company's Shares—$77.

North China Insurance—Tls. 300 per share.

Yangtsze Insurance Association—Tls. 118 per share.

Chinese Insurance Company, Limited—$180 per share, buyers.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$87½ per share, buyers.

Hongkong Fire Insurance Company's Shares—$417½ per share.

China Fire Insurance Company's Shares—$86 per share.

Hongkong and Whampoa Dock Company's Shares—116 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$64 per cent. prem., ex div.

Indo-China Steam Navigation Co.'s Shares—Par, sellers.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$52 per share.

Hongkong Gas Company's Shares—$130 per share.

Hongkong Hotel Company's Shares—$197 per share, buyers.

China Sugar Refining Company, Limited—$99 per share.

Luzon Sugar Refining Company, Limited—$75 per share, sellers.

Hongkong Ice Company's Shares—$40 per share, buyers.

Hongkong and China Bakery Company, Limited—$120 per share.

Perak Tin Mining and Smelting Company—$10 per share.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$4 per share, sellers.

Selangor Tin Mining Company—$5 per share, nominal.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$58 per share, sellers.

Hongkong and Macao Glass Manufacturing Co., Limited.—Par, nominal.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—6½ per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium.

Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

August 7th.

Barometer—9 A.M.	29.910
Barometer—1 P.M.	29.910
Barometer—4 P.M.	—
Thermometer—9 A.M.	86
Thermometer—1 P.M.	88
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	80
Thermometer—1 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	88
Thermometer—Minimum (over night)	83

CHINA COAST METEOROLOGICAL REGISTER.

6th August, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.86	90	55	SW	1	c	—
Bolinao	29.92	85	—	NNW	2	c	—
Hongkong	29.95	88	75	W	1	c	—
Amoy	29.81	86	76	S	3	c	—
Foochow	29.87	87	78	NE	2	c	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	30.03	—	—	SW	2	—	—
Wladiwostock	—	—	—	—	—	—	—

7th August, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.94	84	72	SSW	1	b	—
Bolinao	29.89	84	—	W	1	b	—
Hongkong	29.91	84	74	WSW	1	c	—
Amoy	29.85	83	83	W	1	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	30.03	—	—	—	2	—	—
Wladiwostock	—	—	—	—	—	—	—

The Barometer is rising and gradients are slight. The temperature is high, the humidity comparatively low, and the weather cloudy.

7th August, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.89	88	69	SSW	3	cf	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.81	87	70	WSW	1	b	—
Amoy	29.77	87	76	SSE	3	b	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	29.99	—	—	W	3	—	—
Wladiwostock	29.65	70	—	—	0	o	—

8th August, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.81	88	69	SW	1	c	—
Haiphong	29.82	83	—	SE	1	c	—
Hongkong	29.84	86	68	W	1	c	—
Amoy	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	29.97	—	—	NNE	3	—	—
Wladiwostock	29.56	78	96	—	0	o	—

W. DOBERCK.
Hongkong Observatory, 8th August, 1886.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.81	29.84	29.76
Temperature	87	86	85
Humidity	70	68	77
Direction of wind	W.S.W.	W.	S.
Force of wind	1	1	1
Weather	b.	b.	o.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturation with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 8th August, 1886.

HONGKONG TIDE-TABLE.

UP TO 15TH AUGUST, 1886.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
M.	9	m 4 29 7 9 a	3 10 1 10	0 6 a 9 55 a	0 4 1 7
Tu.	10	m 5 33 8 15 a	4 1 2 0	1 18 a 11 0 n	−0 1 1 8
W.	11	m 6 27 8 51 a	4 5 2 3	9 0 a	−0 5
Th.	12	m 7 14 9 16 a	4 8 2 3	m 0 7 3 30 a	1 7 −0 8
F.	13	m 7 54 9 39 a	4 10 2 5	m 1 0 2 57 a	1 5 −0 9
Sat.	14	m 8 29 10 1 a	4 11 2 7	m 1 48 3 21 a	1 3 −0 10
S.	15	m 9 3 10 33 a	4 11 2 10	m 2 30 3 39 a	1 0 −0 10

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

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NOTICE.

NOTICE is hereby given that Mr. LAM KAM CHI, late Government Contractor, has THIS DAY been engaged by the Undermentioned Firm to MANAGE their Tenders and House Building Business.

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Hongkong, 31st July, 1886. [1500

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Hongkong, 17th September, 1885. [168

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To the illustrate the vast scope of the work following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [184

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

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GILMAN & Co.
Hongkong, 1st January 1882. [14

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PUSTAU & Co.
Hongkong, 1st April, 1885. [697

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

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ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [997

THE STRAITS INSURANCE COMPANY, LIMITED.

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ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [938

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [16

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MELCHERS & Co.
Hongkong, 27th March, 1876. [9

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DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [13

NOTICE.

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AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [744

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the avove Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [11

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

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WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [567

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [10

VESSELS ON THE BERTH.

UNION LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GALLEY OF LORNE,"

Captain Pomroy, will be despatched for the above Ports on WEDNESDAY, the 11th inst., at FOUR P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 4th August, 1886. [1521

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports on FRIDAY, the 13th inst., at THREE P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 4th August, 1886. [1514

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"POSEIDON,"

Captain G. Doncich, will be despatched as above on SATURDAY, the 14th inst., at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, 2nd August, 1886. [388

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA).
Taking Cargo on through Bills of Lading to VLADIVOSTOCK.

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

will leave for the above places on SATURDAY, the 14th instant, at 2.30 P.M.

E. L. WOODIN,
Acting Superintendent.
Hongkong, 3rd August, 1886.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship

"DARDANUS,"

Captain Purdy, will be despatched as above on SATURDAY, the 14th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th August, 1886. [1497

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.
(Passing through the INLAND SEA).

THE Company's Steamship

"STETTIN,"

Captain E. F. W. Warnkes, will leave for the above Ports on or about the 14th August.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 30th July, 1886. [1493

"CASTLE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GORDON CASTLE,"

Rowell, Commander, will be despatched for the above Port on or about the 16th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 7th August, 1886. [1143

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"PANDORA,"

Captain T. Radonicich, will be despatched as above on or about the 17th instant

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, 6th August, 1886. [388

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"ODER,"

Captain F. Pfeiffer, will leave for the above place about 24 hours after arrival with the outward German Mail.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 30th July, 1886. [1494

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"BOKHARA,"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Acting Superintendent.
Hongkong, 3rd August, 1886.

FOR HAVRE AND LONDON.

THE 3/3 L II British Ship

"DON ENRIQUE,"

Cremor, Master, will load for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 7th August, 1886. [1535

VESSELS ON THE BERTH.

FOR HAVRE AND LONDON.

THE 3/3 A11 Austr. Ship

"LEONORA,"

Moreson, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 17th June, 1886. [1200

FOR NEW YORK.

THE 3/3 A II British Ship

"REVOLVING LIGHT,"

Durkee, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 7th August, 1886. [1536

FOR NEW YORK.

THE A. 1 American Ship

"ANNIE H. SMITH,"

Captain Brown, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.
Hongkong, 17th July, 1886. [1403

FOR NEW YORK.

THE 3/3 L II German Bark

"ALMA,"

Alberts, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 19th May, 1886. [1025

FOR NEW YORK.

THE 3/3 L II American Bark

"IMPORTER,"

Wessels, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 14th July, 1886. [1373

FOR NEW YORK.

THE 3/3 L I.I. British Ship

"GLOAMING,"

Captain Densmore, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 21st June, 1886. [1221

FOR NEW YORK.

THE 3/3 L. II. American Ship

"PACTOLUS,"

Burnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 29th July, 1886. [1479

FOR NEW YORK.

THE 3/3 L I.I. American Bark

"J. D. PETERS,"

E. Lane, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 23rd July, 1886. [1441

FOR NEW YORK.

THE 3/3 A I.I. American Ship

"BENJAMIN SEWALL,"

S. R. Ulmer, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 5th August, 1886. [1530

FOR SAN FRANCISCO.

THE 3/3 L II. American Ship

"ST. STEPHEN,"

Douglas, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 15th July, 1886. [1386

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "————," will be despatched for San Francisco, *viâ* Yokohama.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/. from Return Fare; if re-embarking within one year, an allowance of 10 °/ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 14th July, 1886.

WING TAI & Co.
SHIP'S COMPRADORES, STEVEDORES,
AND
COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No. 17, POTTINGER STREET,
客發炭煤司公泰榮 [1082

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [20

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, viâ Yokohama, on TUESDAY, the 10th August, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/. from Return Fare; if re-embarking within one year, an allowance of 10 °/. will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 3rd August, 1886.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Captain L. H. Moule, with Her Majesty's Mails, will be despatched from this for LONDON direct viâ SUEZ CANAL and usual Ports of call, on THURSDAY, the 12th August, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Passengers and Cargo for Marseilles.

E. L. WOODIN,
Acting Superintendent.
Hongkong, 4th August, 1886.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 19th day of August, 1886, at NOON, the Company's Steamship "MELBOURNE," Commandant De la Marcelle, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 18th August, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 7th August, 1886.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, ANTWERP, BREMEN, AND HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON FRIDAY, the 3rd day of September, 1886, at NOON, the Company's Steamship "ODER," Captain F. Pfeiffer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 2nd September, 1886. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Company is prepared to grant Policies of Insurance on Treasure and Cargo shipped by their own steamers.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 3rd August, 1886. [1495

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANTONIO, Brit. str., Wallace.—Russell & Co.
BENJAMIN SEWALL, Amr. sh., Ulmer.—Pustau & Co.
~~CRUSADER, Brit. str., Rowin.—A. R. Marty.~~
C. WATTANA, Siam. bk., Ulrich.—Chinese.
DON ENRIQUE, Brit. sh., B. Cremor.—Carlowitz & Co.
GALVESTON, Ger. bk., Stunkel.—Arnhold, Karberg & Co.
GLOAMING, Brit. sh., Densmore.—Pustau & Co.
HARTER, Brit. str., Grandin.—Russell & Co.
IMPORTER, Amr. bk., Bessels.—Melchers & Co.
INDIA, Amr. ship, Nist.—Arnhold, Karberg & Co.
JAPAN, Brit. str., Gardner.—David Sassoon, Sons & Co.
OXFORDSHIRE, Brit. str., Jones.—Adamson, Bell & Co.
PACTOLUS, Amr. ship, Burnham.—Order.
PROPONTIS, Brit. str., Heaseley.—Arnhold, Karberg & Co.
QUARTA, Ger. str., Kock.—Ed. Schellhass & Co.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Bokhara*, with the next English mail, left Singapore at 5 p.m. on the 4th, and is due here on the evening of the 9th or morning of the 10th inst.

THE INDIAN MAIL.

The Indo-China steamer *Wingsang*, with the Indian mail, left Singapore on the 6th, and is due here on the 12th instant.

STEAMERS EXPECTED.

The Union Line steamer *Travancore* left Singapore on the 4th, and is due here on or about the 10th instant.

The Austro-Hungarian Lloyd's steamer *Pandora* left Colombo on the 20th July, and is expected here on or about the 11th August.

The O. S. S. Co.'s steamer *Dardanus* left Singapore on the 6th, and is due here on the 12th instant.

The D. D. R. steamer *Bellona* left Singapore on the 5th, and is due here on or about the 12th instant.

The Gibb Line steamer *Galveston* left Sydney on the 15th July, and is due here on or about the 14th August.

The P. M. steamer *City of New York* left San Francisco on the 24th July, and may be looked for here on or about the 25th instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ———, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, ~~at the Peak, Kowloon~~, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Amoy and Tamsui.—Per *Fokien*, to-day, the 9th inst., at 2.30 P.M.

For Amoy.—Per *Esmeralda*, to-day, the 9th inst., at 4.30 P.M.

For Singapore.—Per *Roma*, to-morrow, the 10th inst., at 11.30 A.M.

For Kobe and Yokohama.—Per *Galley of Lorne*, on Wednesday, the 11th inst., at 3.30 P.M.

For Manila.—Per *Zafiro*, on Wednesday, the 11th inst., at 4.30 P.M.

For Straits and Calcutta.—Per *Japan*, on Friday, the 13th inst., at 2.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Thibet*, on Saturday, the 14th inst., at 2.00 P.M.

For Saigon.—Per *Deuteros*, on Saturday, the 14th inst., at 4.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Melbourne* will be despatched on THURSDAY, the 19th instant, with Mails to the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

HONGKONG HOTEL.

CUSTOMERS are requested to make their CHEQUES and/or ORDERS Payable to the HONGKONG HOTEL COMPANY, LIMITED.

By Order,
L. HAUSCHILD,
Secretary.
Hongkong, 1st May, 1886. [911

AFONG, PHOTOGRAPHER
STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH's Store.

IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [18

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 „	8.30 „	7.30 „	8.00 „
8.50 „	9.00 „	9.00 „	10.15 „
9.40 „	*10.15 „	11.00 „	12.00 NOON.
*10.45 „	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 „	1.30 „	2.00 „
1.30 „	2.00 „	2.30 „	3.00 „
2.20 „	3.00 „	3.30 „	4.00 „
3.30 „	4.00 „	4.15 „	4.30 „
4.15 „	4.30 „	4.50 „	5.10 „
4.50 „	5.10 „	5.25 „	5.40 „
5.25 „	5.40 „	5.55 „	6.15 „
5.55 „	6.15 „	6.45 „	7.00 „
6.45 „	7.00 „	7.15 „	
7.15 „			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages [33

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [21

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [1191

EXTRACT.

ENGLISH PAINTING IN THE FOURTEENTH CENTURY.

There seems to have been in the fourteenth century a kind of painting practised in England which much attracted the notice of foreigners. It was of water-colours on cloth, "on closely woven linen saturated with gum water. This, when dry, is stretched on the floor over coarse woollen frieze cloths, and the artists, walking over the linen with clean feet, proceed to design and colour historical figures and other subjects. And because the linen is laid quite flat on the woollen cloths the watercolours do not flow and spread, but remain where they are placed, the moisture sinking through into the woollen cloths underneath, which absorb it. In like manner, the outlines of the brush remain defined, for the gum in the linen prevents the spreading of such lines. Yet, after this linen is painted, its thinness is no more obscured than if it was not painted at all, as the colours have no body." This does not at all resemble the kind of tempera painting in use in Flanders to imitate tapestry, for it is noticed as peculiar to England by a native of Flanders. May not this method be again, with some advantage, restored for the getting in the subjects of large pictures? The cloth so painted might easily be put on other cloth prepared with a ground. The Venetians usually preferred painting on cloth, and not unfrequently chose the finest. There was a canvas used in Italy, and chiefly by the Bolognese school, which gives much richness, its peculiar texture being seen even through tolerably thick paint. The threads are in squares, and rather coarse. We are surprised that such is not to be met with in our shops. We have often endeavoured to obtain it without success. On canvas of this kind some painters, and among them Guercino, contrived greatly to raise the lights, so that, as seen side-ways, they appear to bulge. We are not aware how this was done.—*Architect.*

MRS. FITZJOHNSON'S ELOPEMENT.

The wedding went off beautifully. There were triumphant arches, rejoicing tenantry, and school children scattering flowers. There was a choral service, a bishop (colonial—on sick leave—step-great-uncle of the bridegroom), a rural dean (first cousin once removed of the bride) and a ritualistic curate. An epithalamium, composed by the schoolmaster, was sung, commencing:—

On this festive occasion,
With roses and rice,
We offer oblation
To the bride of his choice.

(Pronounced "chice" from exigency of rhyme.) The oldest inhabitant, in a clean smock frock, dispensed blessings and imbibed beer with praiseworthy prodigality. Everything that human ingenuity could devise or custom countenance, was done to render the "happy day" memorable for its discomfort to the contracting parties. In spite of this, the bride looked as charming as sweet seventeen can look when it tries its best, and considering that she, so to speak, stepped out of the school-room into the church, carried herself with commendable self-possession. As for the bridegroom, he went through the ordeal like a soldier and a man, and, looked, according to the doctor's daughter, "heavenly." Not the least satisfied member of the wedding party was the bride's brother, Joey. "The girls must look slippy after husbands in these hard times" had been that young man's remark a year before. Spurred on by parental murmurings at empty farms and no rents, Joey had suggested a reduction in the home establishment instead of his substantial but inadequate allowance. The establishment did not quite see it, but Joey was firm. The girls must marry, and one of them, as all could not, must marry Geoffrey FitzJohnson. He was in every way eligible; young, good-looking, well off, in a snug berth at the War Office, and heir to several rich and sedate relations, unlikely to commit the indiscretions, matrimonial and otherwise, of modern old age. So Captain FitzJohnson was asked down to Mumblethorpe, passed over five charming aspirants to his hand and heart, and threw the handkerchief to the shock-headed young person who sent a pot of musk within an inch of his devoted head, craning out the school-room window, on the evening of his arrival, to catch a glimpse of "Joey's chum." It was rather a blow to Joey, his "chum" walking off with his favourite sister, but he bore it philosophically. He had always intended to exercise a particular care over Florrie's interests when she came out, and he was not prepared for the young lady going off so prematurely. However, the FitzJohnsons would live in London, and as Joey was at the Foreign Office and in rooms in Bury street, he could still keep an eye on his sister and see that she held her own in the "smart set" of which her husband was so popular a member. Joey was ten years older than Florrie, and had the majestic carriage and law-giving proclivities of a man about town. He was what is known as "a great institution," which means that he was invaluable in a snowbound country house. He could tell first-rate and first-hand ghost stories, and could pass the severest examination in Debrett. He was a pillar of strength in private theatricals and could imitate the divine Sarah to the life. He knew all the latest gossip and could tell it without seeming ill-natured. In short, Joey was that *rara avis*, a social success.

A happier couple than the FitzJohnsons when they first came to Curzon street could not be imagined. It was only when Capt. FitzJohnson settled down in his new house and his old set that he made the gratifying discovery that he had won his wife's heart as well as her hand. During the courtship and honeymoon the disposition of that important factor in matrimonial happiness had been doubtful. Florrie teased, chaffed and commanded her husband in a way that to such a conquering hero was both novel and provoking. Captain FitzJohnson had, however, learned strategy elsewhere than at Woolwich. The morning after the arrival in London the wily young man left his wife in her boudoir—the latest thing in boudoirs, executed under Joey's supervision—wondering dismally how she should kill the time until 8 o'clock in the evening, when she was told she might look forward to seeing her lord and master again. It was something more than to fetch a forgotten cigarette case that made Capt. FitzJohnson retrace his steps on arriving at the foot of the stairs. His instinct had not deceived him. The fortress had capitulated.

"I love you so, Geoffrey," sobbed the poor little wife with her head on her husband's shoulder; and Geoffrey, as he strolled down the street, having promised to be back by luncheon time, hummed "Rule, Britannia" in triumphant *sotto voce*. The victory won, the victor, as he had a perfect right to do, rested upon his laurels; but he need not have given up so suddenly the reverential worship of the lover and assumed so instantly the condescending tolerance of the husband. It was unkind of him when he came home just in time to dress for dinner, after having been at the club all the afternoon, to plunge into that horrid French novel with a satisfied grunt, and barely vouchsafe his wife a word. It was downright rude of him when she leaned over his chair and stroked his hair to snarl out savagely, "For Heaven's sake, Florrie, don't paw me about like that. I don't like it;" and it was positively brutal, after treating her in such a way, to scold her all dinner-time for being depressed. But so it was. The FitzJohnson family ark, pretty little vessel as it was with its fresh paint and dainty furniture, had drifted into the current which, sooner or later must land it upon the rocks. Geoffrey, blinded by selfish vanity, became bored with his wife's well-meant but ineffectual efforts to please her "much-changed lord." Her lavish affection, varied only by ill-concealed and sometimes tearful despondency, irritated him and made him more bearish than ever. It was the old story. Things went from bad to worse. At last the first cruel rock loomed in the distance and shipwreck seemed imminent. Lady Angelica Lansdell was, so she said, a very old friend of Geoffrey. "I knew him when he was quite a boy—such a nice boy," she told Florrie the afternoon she paid her first call in Curzon street. She was a wonderful and Ouida-ish personage, of the Cleopatra type of beauty, lithe and serpentine, with a voice that could coo like a dove or hiss like a serpent at will. She used a peculiar kind of scent that hung about the room long after she had left it. She was mysteriously fascinating, and Florrie detested her. This was a great grievance to Geoffrey, who was blind to the pearl powder and impervious to the scent. "Angelica (he called her Angelica) was a charming woman—a most valuable friend." Was it not common knowledge that Cabinet Ministers met as often in her rose-lit drawing-room as at Downing street—that she had a finger in every diplomatic pie—that her statesmanship had brought about a Royal marriage and averted a European war? Even Joey admitted that she was an unavoidable necessity. Her smile or frown could make or mar a man. If the FitzJohnsons ever hoped to be anything they must cultivate Angelica. So Florrie had to submit; but not even the husband she adored could make her more than decently civil to the enchantress with the cruel smile, who called Geoffrey "Geoff," and who was always sending him mysterious little notes about goodness only knew what, for Florrie was never told their contents.

"The silly little fool is jealous," laughed her ladyship to herself as she sat in a corner, aloof from the "madding crowd" of a Foreign Office crush, pretending to listen to Geoffrey's earnest conversation, and watching, with interested amusement, his wife trying to keep an eye on her husband and, at the same time, respond coherently to the civilities of a voluble attaché.

"I'll teach her a lesson," muttered the siren, with an angry glitter in her dusky eyes, as, for the twelfth time, a pale, distressed face, with appealing eyes, was turned toward the oblivious husband. Accordingly, when, for the thirteenth time, the melancholy operation was repeated, the distress on the pale face gave place to horror, and the eyes were fixed and blank as they saw Lady Angelica, with her most entrancing smile, place her hand, for a moment, caressingly on Geoffrey's arm; only for a moment, because it was instantly grasped by both of his.

* * * * * * *

"My dear old girl. What is the matter? Are you seedy?" exclaimed Joey, as he plunged through the crowd to his sister's side.

"Come to-morrow, as soon as Geoffrey has gone. I want to talk to you," whispered Florrie, brokenly, as her brother deposited her safely at her own door.

* * * * *

Next morning brother and sister had a long confabulation, during which Joey tugged hard at his phantom moustache, and Florrie wiped her eyes very often. The result seemed hardly satisfactory, for Joey departed remarking that it was the "very deuce," and Florrie sat looking into the fire until it went out in self-defence. However, at dinner that evening there was a marked improvement in Mrs. FitzJohnson's spirits; indeed, so hilariously cheerful did she become by dessert that Geoffrey, acclimatized to a dead level of depression, felt inclined to resent the rise in the domestic barometer. The rise was a steady one. Next morning, when the slave ought to have been in close attendance on her master, cutting the end off his cigar, filling his match-box and meekly receiving the orders for the day, she was playing a polka on the piano, and actually forgot to wish the great man good-by. On and off during the day Geoffrey found himself pondering on the alteration in his wife. It was, of course, a bore to have her following him about looking like a whipped dog; but, after all, that was a fault on the right side, and showed that she appreciated her position as his wife. It was a sign of proper, if excessive, subjection; but to sit playing a polka when the hat brush was mislaid was an unheard-of dereliction of duty. Geoffrey returned home exactly half an hour earlier to administer a carefully prepared lecture to the culprit, only to find that she had gone to the Gaiety with Joey. The solitary dinner with no one to scold was dismal experience, and Geoffrey felt distinctly aggrieved. Next day things were no better. Florrie was in tearing spirits, received the deferred lecture with ribald laughter, dismissed his theories of wifely duty as "bosh," and had the audacity to refer him to Lady Angelica, who, "no doubt, was an authority on that subject as well as every other." Geoffrey was very moody all that day. The men at the club voted him slow, and Lady Angelica called him a bore to his face. It was very annoying, but he was obliged to admit to himself that his triumph over the subjugation of his wife had been a little premature. The process must be continued, and one great element in its final success was, he told himself with secret glee, the fact that, unless she had suddenly and unaccountably altered, she loved him to distraction. As that evening he walked up Curzon street, it was this thought that made him prepared to be very gracious and as lenient as he consistently could be toward any little excess of youthful spirits. A sharp struggle with the latch-key was cut short by the butler opening the door to let a visitor out. The occurrence so late in the afternoon was strange, and the appearance of the visitor so singular that Geoffrey stared at the apparition in unfeigned surprise. His (for the visitor was a man) face was partially concealed by a slouch hat. What there was to be seen appeared to be of an olive hue and adorned with a sweeping black moustache. Inky locks hung in profusion down almost to his shoulders, and the rest of the body was concealed in a cloak that would have made the fortune of any melodrama. On the stage Mrs. FitzJohnson's visitor would have been in his element. In Curzon street he apparently was not; for, with an oath—or at least some foreign exclamation that sounded to Geoffrey rather like "pickled onions"—he gave a swift glance at the astonished Captain, ran down the steps, and disappeared into the gathering gloom.

"Who the dickens is that, Squares?"

"The gentleman did not give his name, sir. He said as how Mrs. FitzJohnson would know who he was, and I need not announce him." Squares spoke in a tone of respectful indignation at this outrage on the *convenances*. Geoffrey kept his presence of mind.

"Oh, of course. I had forgotten. What time did the gentleman come?" (This as an after-thought while ascending the stairs.)

"At half-past 4, sir."

Half-past 4! And it was now half-past 7.

"Did any one else call this afternoon?"

"Yes, sir; but after the gentleman came Mrs. FitzJohnson told me to say 'Not at home' to any other visitors."

Geoffrey did not wait to hear any more, but dashed into the drawing-room. He half expected to find his wife the victim of an assassin's knife. On the contrary she was at that eternal piano, playing a dreamy sonata of Rubinstein's. On his entering the room she half rose, but on seeing who it was she resumed her seat, exclaiming, "Oh, it's only you!"

"Whom did you think it was? That 'Guy Fawkes' back again? Who, may I ask, is he, and what was he here from half-past 4 till now for, to the exclusion of everybody else?"

Geoffrey was gradually working himself up into a passion. Florrie made no attempt to calm him, but smiled faintly and struck a few aggravating chords on the piano.

"If you really care to know, that 'Guy Fawkes,' as you are pleased to call him, is Count Sparlatti, an old Dresden friend of Joey's. He is an Italian, and when Joey came back from Dresden the Count came with him to learn English. He was always at Mumblethorpe. Ah me! [another plaintive chord] what happy days those were. And what fun we had! The Count was my sweetheart then."

"Why, you were only nine years old!"

"That's all" (another still more plaintive chord).

"Don't be a fool, Florrie." The passion had died out and the lecturing mood taken its place. "You are nineteen now, and quite old enough to know that it is not proper to have men staying three hours tête-à-tête with you, and to tell the servants you are at home to no one else. Do you understand?"

"No I don't;" the blue eyes opened their widest. "I thought it was the 'chic' thing to do. Of course at Mumblethorpe they would be awfully shocked, but then they are so old-fashioned. They even have family prayers. But since I have been married I have gained experience. I have seen several 'charming women,' Lady Angelica, for instance. Could you wish me to take a better model? Hence, if any one notices my friendship with Count Sparlatti, you can tell them that I knew him when he was 'quite a boy—such a nice boy.' I may soon become so 'charming' that I can make love in public—smile in the 'nice boy's' face, put my hand on his arm for him to clasp in his. Only this sort of thing requires practice, so you must not think it strange if I have a few private rehearsals when I am 'not at home' to the world at large."

"How dare you speak like this?"

"Oh, you don't know how much I dare when I am put to it." But the defiant little laugh ended in a sob and the dauntless novice ran out of the room.

Geoffrey gnawed his moustache, fumed about the room, resisted, as unmanly, an impulse to run after his wife, kiss away her tears, and implore her to only be charming on the old Mumblethorpe lines, and finally decided to confide his troubles that very evening to Lady Angelica.

From that fair oracle he received but very cold comfort. "My dear Geoff, it serves you well right. You thought because she had given you all her heart you were warranted in neglecting her. So like a man. Mr. Lansdell was just the same. Now she is consoling herself. Quite right. I had no idea she had so much sense. I admire her. Do you think she would dine with me on the fifteenth? By the by, if the necessity should arise, let me recommend you my solicitors. They managed Mr. Lansdell's and my affair beautifully. My husband's messages sound almost affectionate when they come to me through the senior partner." Heavens! Had it really come to this? Not married a year, and solicitors on the *tapis* already! Lady Angelica gave a stealthy glance under her eyelashes at her downcast companion. She had a heart, though no one suspected it. "Look here, Geoff. Be a man. Go home and tell your wife that you mean to turn over a new leaf, and not take all her devotion for granted, but try and earn it. Clear up the mystery of our 'nods-and-becks and wreathed smiles.' Explain to her that the tender little episode at the Foreign Office was only gratitude on your part for my having promised to speak to the Duke about that staff appointment with which you wanted to surprise her, and fun on mine to make her jealous and see what stuff she was made of. Tell her I have repented in sackcloth and ashes and have sent you back to her with a flea in your ear, and the staff appointment in your pocket. Tell her that she is better off than I. If her husband has neglected her, he still loves her, and I—"

"God bless you, Angelica."

"Don't be silly. Now be off. *Aha, Comte! Enchanté de vous voir. N'avez-vous pas entendu des nouvelles?*"

Geoffrey walked home under the stars, a happy man. He had been a brute and a fool, he told himself severely. It was lucky things were no worse. After all, if winning his wife's heart the second time was half as pleasant a process as the first, the penance for past neglect was a light one. It was striking 12 as he let himself into the dark hall. The darkness was unusual; for Squares always left the gas burning for his master to put out. His match-box was empty, but there might be a stray light in the pocket of his Inverness. To the solemn ticking of the hall clock the search commenced. It ended prematurely in the sudden opening of the drawing-room door and the flooding of the landing at the top of the stairs with light. Some one was still up. Might it not be Florrie waiting for him? Geoffrey walked quickly to the foot of the stairs, but stopped with one foot on the lowest step, as if turned to stone. It was Florrie—and some one else—engaged in rapid, breathless conversation.

"Delay no longer—*anima mia*. He may be back at any moment."

"Oh, Luigi! I dare not. If we should meet him, he would kill you."

"*Vieni! Vieni!*"

Geoffrey steadied himself by the bannister and waited. Then, shown up by the surrounding darkness as a tableau vivant, there appeared on the landing his wife, hooded and cloaked, looking fearfull out into the dark abyss before her and clinging convulsively to the arm of the Italian—Count Sparlatti. There was a yell, a shriek, and an oath as Geoffrey bounded up the stairs and seized the intruder by the cloak, just as he endeavoured to retreat into the drawing-room. The yell was a broken English rendering of "Here's a go." The shriek found expression in "Luigi! Luigi!" and the oath was—well, never mind what. The chase and struggle was desperate. The Count, who had left his cloak in his assailant's hand, cleared ottomans and chairs with astounding agility. Mrs. FitzJohnson's heroics had degenerated into hysterics, to judge from the peals of laughter with which she greeted the Count's desperate efforts to escape. At last he was cornered, hissing and scratching like an enraged tomcat. "Oh, Geoffrey, be careful. His beautiful hair!" for the infuriated husband had hold of a handful of the Italian's matted locks. The warning came too late. There was a tug, a groan, and lo and behold, not only a handful, but a whole head of raven tresses remained in the victor's grasp. The flowing mustache came next.

"A very good joke, Joey, my boy," gasped Geoffrey, faintly.

"Oh, Joey, water—brandy! He is not well. We carried it too far. I told you we ought not to do it. It's all your fault," scolded Florrie, with all a woman's treachery, and her arms around her still dazed husband's neck, and calling him all the names of the honeymoon.

"I think my plan was a success, though," said Joey, as he wished his sister good-night under the relit gas.

"I think it was," said Florrie, with a happy laugh, "but no one must ever know about it."

And no one ever did, except one person; but then she knew everything.

"That a very clever boy, Joey," mused Lady Angelica, over her morning cigarette. "I must see what can be done for him."—*Belgravia.*

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ægean	July 9	Thomas	Brit. str	750	Arnhold, Karberg & Co	
Amatista	Jan. 3	—	Brit. str	522	Russell & Co	
Amico	July 31	Samuelson	Ger. str	771	Wieler & Co	
Anchises	July 21	Lapage	Brit. str	1309	Butterfield & Swire	
Antonio	July 26	Wallace	Brit. str	1236	Russell & Co	
Atholl	July 31	Coulter	Brit. str	923	Bun Hin & Co	
Carisbrooke	Aug. 8	R. Cass	Brit. str	973	Douglas Lapraik & Co	Taiwanfoo
C. of R. Janeiro	Aug. 3	Wm. B. Cobb	Amr. str	3548	P. M. S. S. Co	S. Francisco
Crusader	Aug. 1	Rowin	Brit. str	648	A. R. Marty	Haiphong
Dafila	May 29	Jas. Mooney	Brit. str	552	Wieler & Co	
Deuteros	Aug. 1	Luthjens	Ger. str	1197	Siemssen & Co	
Devonhurst	Aug. 4	Hoothoff	Dut. str	1300	Jardine, Matheson & Co	
Drachenfels	July 5	C. Tares	Ger. str	1559	Melchers & Co	
Dubure	Aug. 8	Bertelsen	Ger. str	921	Bun Hin & Co	
Esmeralda	Aug. 8	E. Taylor	Brit. str	335	Russell & Co	Amoy
Euphrates	July 23	Edwards	Brit. str	1300	Russell & Co	
Fokien	Aug. 6	J. S. Wyllie	Brit. str	509	Douglas Lapraik & Co	Tamsui
Fushun	Aug. 4	Croad	Chi. str	1504	C. M. S. N. Co	
Gaelic	Aug. 6	W. G. Pearne	Brit. str	2609	O. & O. S. S. Co	S. Francisco
Galley of Lorne	Aug. 1	Pomroy	Brit. str	1330	Russell & Co	Yokohama
Greyhound	Aug. 8	T. Thomas	Brit. str	227	Adamson, Bell & Co	
Haiphong	July 25	Ashton	Brit. str	1122	Douglas Lapraik & Co	Coast Ports
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. Banning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Japan	Aug. 3	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Japanese	July 19	W. Moore	Brit. str	1264	Adamson, Bell & Co	
Kinkiang	—	A. H. Benning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kwang-lee	Aug. 8	Andrew	Chi. str	1508	C. M. S. N. Co	
Kwong-wai	June 21	J. W. Lowson	Chi. str	400	Chinese Government	
Oceanic	July 18	Metcalfe	Brit. str	1808	O. & O. S. S. Co	S. Francisco
Oxfordshire	July 19	C. P. Jones	Brit. str	999	Adamson, Bell & Co	
Partridge	July 24	Stavers	Brit. str	254	Gibb, Livingston & Co	Pakhoi
Pasig	—	—	Brit. str	234	Chinese	Canton
Pilot Fish	—	Stopani	Brit. tug	161	H. & W. Dock Co	
Poseidon	Aug. 7	Doncich	A.-H. str	2510	A.-H. Lloyd's S. N. Co	Trieste
Port Adelaide	Aug. 6	F. West	Brit. str	2751	Siemssen & Co	
Powan	—	J. B. Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Propontis	July 26	G. Hoasley	Brit. str	1387	Arnhold, Karberg & Co	
Roma	Aug. 7	Schultz	Ger. str	1483	Siemssen & Co	Hamburg
Saltee	Aug. 7	Lerede	Fr. str	323	A. R. Marty	
Stettin	July 30	F. Warnkes	Ger. str	1815	Melchers & Co	Nagasaki
Sues	May 17	Anderson	Brit. str	1383	Gibb, Livingston & Co	
Tantallon	Aug. 8	Partrige	Brit. str	1310	Takasima Colliery	
Vorwaerts	July 31	Bruhn	Ger. str	612	Wieler & Co	
Wah Yeung	Nov. 30	Y. Witt	Brit. str	313	Shing Kee	Canton
White Cloud	—	S. W. Goggin	Brit. str	652	H. C. & M. Steamboat Co	Canton
Zafiro	Aug. 6	Talbot	Brit. str	675	Russell & Co	Manila

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alex. McNeil	July 17	G. W. David	Amr. sh	1088	Messageries Maritimes	
Alma	May 12	R. Alberts	Ger. bk	938	Carlowitz & Co	New York
Andreas	July 22	F. Hayer	Ger. bk	424	Chinese	
Annie H. Smith	July 11	Brown	Amr. sh	1451	Siemssen & Co	New York
A. W. Weston	July 20	Wm. Duncan	Amr. bk	703	Melchers & Co	
Benj. Sewall	July 23	Ulmer	Amr. sh	1362	Pustau & Co	New York
Botvid	June 3	C. Henriksen	Nor. bk	580	Melchers & Co	Hamburg
Breeze	Feb. 25	Robinson	Brit. yacht	24	Order	
Centaur	Aug. 3	Offersen	Ger. bk	468	Wieler & Co	
Cosmo	July 2	Bennett	Brit. bk	1220	Russell & Co	
C. Wattana	June 28	Ulrich	Siam. bk	—	Chinese	
Don Enrique	June 6	Cremor	Brit. sh	1344	Carlowitz & Co	London
E. J. Spence	June 8	J. H. Gill	Brit. bk	519	Gonsalves & Co	Honolulu
Francis B. Fay	Aug. 4	Pettigrove	Amr. bk	887	Order	
Friederich	July 17	Spiessen	Ger. bk	595	Siemssen & Co	
Galatea	Aug. 1	Wm. Colville	Brit. sh	1694	Borneo Co., Limited	
Galveston	July 24	Stunkel	Ger. bk	619	Arnhold, Karberg & Co	
Gloaming	June 4	Densmore	Brit. sh	1498	Pustau & Co	New York
Importer	June 17	Bessels	Amr. bk	1207	Carlowitz & Co	New York
India	July 2	J. L. Nist	Amr. sh	1230	Arnhold, Karberg & Co	
J. D. Peters	June 10	Lane	Amr. bk	1085	Pustau & Co	New York
J. H. Bowers	June 18	J. A. Plum	Amr. bk	697	Order	
L. A. Nickels	July 1	C. M. Nichols	Amr. sh	1333	Ed. Schellhass & Co	
Leonora	June 12	Moreson	Aust. sh	1118	Arnhold, Karberg & Co	London
McLaurin	July 23	J. H. Smith	Amr. sh	1312	Melchers & Co	
Oasis	June 11	Dillon	Amr. sh	1050	Melchers & Co	Victoria, B.C.
Pactolus	July 17	Burnham	Amr. sh	1144	Order	
R'lving Light	July 17	Durkee	Brit. sh	1319	Carlowitz & Co	New York
R. R. Thomas	July 6	P. B. Nichols	Amr. sh	1333	Adamson, Bell & Co	
Stephan	June 30	Merzenich	Ger. sh	1289	Order	
St. Stephen	July 12	Douglas	Amr. sh	1320	Russell & Co	S. Francisco
Wan. Minstrel	April 14	J. J. Hudson	Brit. sch	364	Arnhold, Karberg & Co	
Xenia	July 15	Reynolds	Amr. bk	1135	Douglas Lapraik & Co	
Zouave	July 2	R. C. Soper	Amr. sh	1150	Order	

MACAO.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	380	C. M. S. N. Co	
Kiungchow	—	J. P. Hoyland	Brit. str	283	H. C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	

WHAMPOA.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Cliveden	Aug. 7	Thos. Gibb	Brit. str	1114	Siemssen & Co	
Kutsang	Aug. 7	Young	Brit. str	1425	Jardine, Matheson & Co	
Peking	Aug. 6	Heuermann	Brit. str	954	Siemssen & Co	
Quarta	Aug. 5	Kook	Ger. str	773	Ed. Schellhass & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ch'ron Kamry	July 29	Krag	Siam. bk	489	Chinese	
Falcon	June 23	Jorgensen	Siam. bk	359	Chinese	
Milton	Mar. 19	Scot	Brit. str	149	A. Levy	

SWATOW.

IN PORT ON 2ND AUGUST, 1886.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Cheang H. Kian	Aug. 2	F. Webb	Brit. str	955	Lim Yam Sing	Amoy
Chi-yuen	Aug. 2	W. H. Lunt	Chi. str	1121	C. M. S. N. Co	Shanghai
Kong Beng	Aug. 1	R. Jones	Brit. str	862	Butterfield & Swire	Bangkok
Loire Inferieure	Aug. 2	Pillivuyt	Fr. str	752	Lants & Haesloop	Newchwang
Marcia	—	Gardequi	Brit. str	1030	Bradley & Co	
Sarthe	July 27	Borgnissan	Fr. str	470	Bradley & Co	
Vindo Bala	—	C. H. Stuart	Brit. str	1600	Bradley & Co	

AMOY.

IN PORT ON 3RD AUGUST, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph	July 21	F. Focke	Ger. bg	256	H. A. Petersen & Co	
Anglo-Indian	July 21	T. Richter	Brit. bk	441	Pasedag & Co	
Batavia	July 25	Gilsson	Brit. bk	367	H. A. Petersen & Co	
Claro Babuyan	July 14	W. Brown	Brit. bk	389	Pasedag & Co	
Christian	July 21	M. Görms	Ger. sch	250	H. A. Petersen & Co	
Else	July 14	Boysen	Ger. bg	278	Pustau & Co	
Envoy	July 24	Dethleffsen	Siam. bk	330	H. A. Petersen & Co	
Guaymas	July 28	Krag	Ger. bk	311	Captain	
Guiding Star	July 29	Hankinson	Brit. bk	312	Boyd & Co	
Helena	June 6	C. Hansen	Brit. bk	556	Pasedag & Co	
J'anna Kremer	July 21	H. Eggers	Ger. sch	250	Pasedag & Co	
Krist. Nilsson	July 14	Thomsen	Ger. bg	281	H. A. Petersen & Co	
Niederdorf	June 7	C. Rubarth	Ger. sch	197	Pasedag & Co	
Sooloo	July 12	J. Baikie	Brit. bk	473	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 31ST JULY, 1886.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Airlie	July 22	Ellis	Brit. str	1492	Russell & Co	Australia
Yoritomo Maru	July 27	E. E. Gall	Jap. str	612	M. B. Kaishia	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Catalina	July 20	Rikington	Brit. bk	690	Jardine, Matheson & Co	
G. H. Wappaus	July 26	Engleson	Brit. bk	533	Master	
Siam	July 17	Michelsen	Siam. bk	291	Chinese	
Soldor	July 26	Kalweit	Brit. bk	240	Master	

SHANGHAI.

IN PORT ON 3RD AUGUST, 1886.

STEAMERS (EXCLUSIVE OF RIVER CRAFT).

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albany	July 28	Ed. Porter	Brit. str	1489	Adamson, Bell & Co	
Celtic Monarch	July 29	J. Hitditch	Brit. str	1308	Fearon, Low & Co	
Chow-chow-foo	Aug. 2	W. Wendt	Ger. str	796	C. M. S. N. Co	
Chungking	Aug. 1	Shaw	Brit. str	800	Butterfield & Swire	
El Dorado	Aug. 2	Jackson	Brit. str	892	Jardine, Matheson & Co	
Fu-yew	Aug. 2	Boswell	Chi. str	940	C. M. S. N. Co	
Glenartney	July 21	Mackinlay	Brit. str	1400	Jardine, Matheson & Co	
Glenfalloch	July 31	R. Webster	Brit. str	1418	Jardine, Matheson & Co	
Gordon Castle	Aug. 1	J. Rowell	Brit. str	1320	Adamson, Bell & Co	
Hae-shin	Aug. 2	Wells	Chi. str	763	C. M. S. N. Co	
Hoihow	Aug. 2	Gyles	Brit. str	980	Butterfield & Swire	
Ingeborg	June 29	Kleffel	Brit. str	437	Russell & Co	
Ingo	Aug. 2	Jesselsen	Ger. str	679	Nippon Yusen Kaisha	
Jason	July 23	Milligan	Brit. str	1411	Butterfield & Swire	
Kent	July 23	Mitchell	Brit. str	1620	Adamson, Bell & Co	
Kiangteen	July 20	Pratt	Chi. str	1368	C. M. S. N. Co	
Kung-pai	July 12	Buchanan	Chi. str	602	C. M. S. N. Co	
Kung Wo	Aug. 1	Smith	Brit. str	737	G. McBain	
Meefoo	Aug. 1	Petersen	Chi. tran	1338	—	
Melbourne	July 27	Marcelle	Fr. str	2375	Messageries Maritimes	
Mirzapore	July 31	Harvey	Brit. str	2164	P. & O. S. N. Co	
Nanzing	Aug. 2	Howden	Brit. str	808	Jardine, Matheson & Co	
Ningpo	Aug. 1	D'Estville	Brit. str	791	Siemssen & Co	
Patroclus	July 30	Thompson	Brit. str	1386	Butterfield & Swire	
Peshawur	July 18	L. H. Moule	Brit. str	2130	P. & O. S. N. Co	
Store Nordiske	July 11	Hildebrandt	Dan. str	595	G. N. Telegraph Co	
Telemachus	July 28	H. Jones	Brit. str	1421	Butterfield & Swire	
W. C. de Vries	July 11	Smith	Brit. str	669	McBain	
Way-lee	July 28	Danielsen	Chi. tran	404	Chinese Government	
Wenchow	Aug. 2	Vallack	Brit. str	560	Butterfield & Swire	
Yangtsze	July 28	Schultz	Brit. str	814	Siemssen & Co	
Yehsin	Aug. 2	Null	Chi. str	754	C. M. S. N. Co	
Y'hama Maru	July 29	Haswell	Jap. str	1298	Nippon Yusen Kaishia	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adam W. Spies	Aug. 1	Field	Amr. bk	1171	W. Howett & Co	
Albania	July 24	Brownell	Brit. sh	1138	Melchers & Co	
Alma	July 25	Sorensen	Nor. bk	754	M. B. Kaishia	
Chibaya Maru	July 25	Murray	Jap. bk	441	M. B. Kaishia	
Chingtah	Sept. 17	—	Chi. bk	456	H. M. Schultz	
Colombo	July 19	Nudenfuhr	Chi. bk	1642	Butterfield & Swire	
Cutty Sark	June 24	Woodget	Brit. bk	648	W. Howett & Co	
Cyprus	June 24	Parker	Brit. bk	1091	Melchers & Co	
Dan. I. Tenney	June 23	Wilson	Amr. sh	1634	Russell & Co	
Foochow	July 1	Meyer	Span. bk	300	Butterfield & Swire	
Hilda	July 17	Jensen	Brit. sch	306	Nils Moller	
Jennie Parker	July 13	Veal	Brit. bk	998	Jardine, Matheson & Co	
Minnie Burrell	July 20	Steele	Brit. sh	1465	Master	
Sarmatian	April 27	Koenig	Brit. bk	1194	Fraser & Co	
Sea Swallow	July 27	Maher	Brit. bk	932	Lewis & Hopkins	
Webfoot	June 27	Yeates	Brit. sh	1061	Master	
Wilna	July 28	Taylor	Amr. sh	1483	Pustau & Co	
W. Siegfried	July 10	Mitchell	Brit. bk	593	Nils Moller	

NAGASAKI.

IN PORT ON 24TH JULY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Dorothy	July 23	Croal	Brit. bk	310	Holme, Ringer & Co	
Kilmory	June 16	Wallace	Brit. sh	1569	Holme, Ringer & Co	Europe
Kozaki Maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	

HYOGO.

IN PORT ON 26TH JULY, 1886.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Northern	July 19	Richardson	Brit. str	1462	Smith, Baker & Co	
Hiogo Maru	July 25	Jones	Jap. str	864	Nippon Yusen Kaishia	
Sikh	July 26	A. Scotland	Brit. str	1510	M. Heimann & Co	
S'nagawa Maru	July 24	Kilgour	Jap. str	1169	Nippon Yusen Kaishia	
Suruga Maru	July 26	Kuga	Jap. str	436	Nippon Yusen Kaishia	
Totomi Maru	July 25	Drummond	Jap. str	1196	Nippon Yusen Kaishia	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Carrie Delap	July 9	Lewis	Brit. bk	1109	Browne & Co	
Eudora	July 16	Felton	Brit. bk	1143	C. & J. Trading Co	
Euphemia	June 21	Phillips	Brit. sh	1367	Browne & Co	
Hak Lee	July 18	Vandel	Dan. bk	291	Chinese	
N. American	June 21	Hallett	Amr. sh	1584	Meyer & Co	
North. Empire	June 26	Vance	Brit. bk	949	Paul, Heinnemann & Co	
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co	

YOKOHAMA.

IN PORT ON 29TH JULY, 1886.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Cardiganshire	July 22	Courtney	Brit. str	1623	Adamson, Bell & Co	
Devonshire	July 22	A. Purvis	Brit. str	1513	Smith, Baker & Co	
Mark Lane	July 1	Rob. Porter	Brit. str	1351	Smith, Baker & Co	
Meiji Maru	July 3	Allen	Jap. str	1010	Lighthouse Department	
Menzaleh	July 17	Benois	Fr. str	1273	Messageries Maritimes	
Nagoya Maru	July 27	Walker	Jap. str	1096	Nippon Yusen Kaishia	
Strathleven	July 3	Pearson	Brit. str	1588	Adamson, Bell & Co.	
Thibet	July 23	W. D. Mudie	Brit. str	1671	P. & O. S. N. Co	
Yorkshire	July 19	Arnold	Brit. str	1425	Smith, Baker & Co	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Archimede	Nov. 17	Walker	Brit. sh	1050	Master	
Cather. Sudden	July 7	Olburg	Amr. bk	767	Walsh, Hall & Co	
Eden	June 18	J. Narin	Brit. bk	312	Cheong Wo Tai	
Guam	Nov. 9	Smith	Brit. sch	219	A. Clark	
Honauwari	July 8	G. Smith	Brit. sh	1619	C. & J. Trading Co	New York

MANILA.

IN PORT ON 2ND AUGUST, 1886.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Catania	July 9		Ger. str	1429	Smith, Bell & Co	London
Doris	July 26		Ger. str	817	Order	
Duburg	July 19		Ger. str	921	C. Palanca	Hongkong
Esmeralda	Aug. 2	aylor	Brit. str	295	Peale, Hubbell & Co	Hongkong
Haiphong	July 11		Fr. str	874	M. Henry	Saigon
olani	July 18		Brit. str	891	W. F. Stevenson & Co	Hongkong
s. de Mindanao	Aug. 2	Galiana	Span. str	3035	Comp. Gen. de Tabacos	Barcelona
Procida	June 12		Ger. str	1492	Smith, Bell & Co	London
Salvadora	July 10		Span. str	688	J. Reyes & Co	Singapore
San I. de Loyola	July [illegible]		Span. str	2398	Compania Transatlantica	Liverpool
Zafiro	July 31	Talbot	Brit. str	675	Peele, Hubbell & Co	Hongkong

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Adelina	June 17		Ger. bk	530	C. Fressel & Co	
Buscano	June 23		Siam. bk	338	Order	
Invincible	June 2		Amr. sh	1391	Macleod & Co	New York
James L. Stone	July 10		Amr. bk	675	Smith, Bell & Co	
Michele A.	June 15		Ital. bk	703	Forbes, Munn & Co	
Mistletoe	June 8		Brit. bk	831	Smith, Bell & Co	Liverpool
M. L. Cushing	July 27		Amr. sh	1575	Peele, Hubbell & Co	
Nagpore	July 6		Brit. sh	1209	Ker & Co	
Pansy	June 1		Amr. sh	1131	Ker & Co	U. States
Steinvora	May 4		Brit. sh	1107	Smith, Bell & Co	Liverpool
Walls Castle	July 22		Brit. bk	621	Ogilvie & Co	

ILOILO.

IN PORT ON 17TH JULY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Cheshire	July 10		Brit. bk	1306	Ker & Co	U. States
T. Tarabochia	July 2		Aust. bk	829	Ker & Co	U. States

CEBU.

IN PORT ON 11TH JULY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Andreas	June 10		Ger. bk	424	Chinese	Hongkong
Isaac Reed	June 3		Amr. sh	1439	Smith, Bell & Co	New York

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Foochow
Audacious	double-screw iron frigate	14	4330	Captain R. H. Harris	Chefoo
Champion	corvette	14	2340	Captain Powlett	Nagasaki
Cleopatra	corvette	14	2610	Capt. L. C. Keppel	Nagasaki
Cockchafer	gunboat	4	470	Lt.-Com. Boteler	Hongkong
Constance	corvette	14	2590	Capt. S. H. P. Dacres	Port Hamilton
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Singapore
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Hongkong
Firebrand	composite gunboat	4	460	Lieut. Com. Dickson	Nagasaki
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Cruising
Heroine	corvette	8	1470	Capt. C. J. Balfour	Hongkong
Leander	cruiser	10	5000	Martin J. Dunlop	Nagasaki
Linnet	gunboat	5	1050	Com. W. H. Marrack	Nagasaki
Merlin	composite gunboat	4	430	Lt.-Com. R. B. C. Brenton	Hongkong
Midge	double-screw gun-vessel	4	470	Com. Robilliard	Foochow
Pegasus	sloop	6	970	Act. Com. Farquhar	Hongkong
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	Foochow
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Hongkong
Satellite	corvette	8	1400	Captain A. H. Alington	Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Nagasaki
Tweed	double-screw gunboat	3	340	In Reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. Hoskyns	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Chefoo
Wivern	turret ironclad	4	1450	In Reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Singapore

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schanz	Vladivostock
Aspic	French gunboat	4	—	Captain Rupé	Amoy
Bismarck	German frigate	20	2500	Captain Kuhn	Hongkong
Chasseur	French gunboat	—	—	Captain Le Gorrec	Chefoo
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Djigit	Russian gunboat	—	—	Captain Muller	Vladivostock
Elisabeth	German corvette	21	2400	Com. l. Schering	Singapore
Ermak	Russian transport	4	80	Captain Koltchan	Vladivostock
General Lezo	Spanish gunboat	—	—	Capt. F. Bastarreche	Hongkong
Gornostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Hugon	French corvette	—	—	Comdr. C. Touchard	Tourane
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	Swatow
Krayser	Russian cruiser	8	250	Captain Ostolopoff	Vladivostock
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Yokohama
Marion	American corvette	—	—	Com. M. Miller	Shanghai
Marq. del Duero	Spanish gunboat	—	—	Capt. Jose Cano Manad	Hongkong
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Canton
Morge	Russian gunboat	7	80	Commander Moltsoff	Korea
Nautilus	German gunboat	4	600	Captain Rötger	Hongkong
Nautilus	Austrian gunboat	—	—	Captain Spitzler	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Olga	German corvette	—	—	Captain Bendemann	Hongkong
Omaha	American corvette	12	—	Captain T. O. Selfridge	Shanghai
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Jenchuan
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Nagasaki
Primauguet	French corvette	17	550	Captain M. Bure	Chefoo
Rapido	Italian cruiser	5	350	Captain Cravosio	Korea
Rio Lima	Portuguese gunboat	4	100	Capt. Rafael d'Andrade	Hongkong
Sagittaire	French gunboat	4	100	Commander Krantz	Chefoo
Sevooch	Russian cruiser	13	—	Captain Surief	Shanghai
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tamega	Portuguese gunboat	—	—	Capt. Avila	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	3000	Captain Phythian	Singapore
Turenne	French frigate	14	4550	Captain Dupuis	Hakodate
Velasco	Spanish corvette	—	—	E. F. Butran	Hongkong
Vipère	French gunboat	4	100	Captain de la Peyrère	Yokohama
V. Monomach	Russian frigate	20	—	Captain Hiltebrandt	Vladivostock
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	—	—	Captain Jaeschke	Hongkong

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kwok-chung	Hongkong
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chien-jui	Revenue cruiser	2	80	17	do.	—
Chien-to	Viceroy's gunboat	7	450	265	J. Stewart	Hongkong
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	3	320	200	do.	Canton
Hai-chong-ching	Viceroy's gunboat	4	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	3	450	310	do.	Hongkong
Hoi-tung-hung	Viceroy's gunboat	3	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	180	do.	—
Pang-chao-hai	Revenue cruiser	4	800	500	do.	Hongkong
Quang-ou	Viceroy's gunboat	3	150	100	do.	Canton
San-hing	Viceroy's gunboat	3	150	100	do.	—
Tching-ou	Viceroy's gunboat	3	150	100	do.	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchuq-tung	Viceroy's gunboat	3	170	170	do.	—

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